PACIFIC LINES
Southern Pacific
Bulletin
DECEMBER 1942



SAVE SCRAP!

SOUTHERN PACIFIC MEN AND WOMEN:

In the national drive for scrap metal, vital to war production, you can help in two principal ways:

1. ON THE JOB

It is important that all railroad scrap on right-of-way, station grounds, buildings, shops and yards be accumulated and turned into Stores Department as soon as it becomes available. See that scrap metals go into the scrap bins and not the rubbish cars or piles.

2. IN YOUR HOME

Hidden away in attics, basements and home premises are quantities of usable scrap metals. Search your homes again and again, for such items and turn them over to the designated public agency in your community.

SOUTHERN PACIFIC
SCRAP SALVAGE COMMITTEE



VICTORY SCRAP may come in several forms, such as this 20-year supply of auto license plates saved by A. H. Keegan, water service clerk, L.A. who turned them over to his local scrap committee. "I hope by now," he says, "they're on their way to Tokyo with a hot message." In picture is Mrs. Keegan and daughter, Dorothy.



"WE'RE IN THE SCRAP," say smiling Joyce Ennis (left) and Ruby Vasquez, cutting torch operators, SP's scrap yard, Sacto.

Let's All of Us

WHEN Lieutenant General "Ike" Eisenhower and his hard-smashing troops started the big push across the coast of North Africa last month, Southern Pacific railroaders, like thousands of other citizens on the home front, may have contributed more to the epic event than they realize. Something besides buying War Bonds; something besides helping their railroad perform the greatest job in transportation history; something besides giving their loved ones to the armed forces.

That "extra something" was precious scrap metal.

Maybe it was in a well-placed aerial bomb or a part of the bomber itself; maybe it was in one of the tanks; perhaps a machine gun, or a rifle, or a gleaming bayonet, or a soldier's helmet; maybe it was in one of the ships that convoyed men and materials to distant shores. But wherever it went, it's a cinch that that ancient iron stove that had reposed in Joe Smith's basement for years, the rusty boiler out of Bill Brown's back lot or the old flatiron of Mary Jones is playing an important part in the struggle for freedom.

Old Railroad Practice

Shortly after the United States entered the war, the American public began to realize the value of scrap-saving, something the railroads had known and practiced for many years past. Over the nation federal, state and county organizations were formed to arouse citizens to the vital need for scrap metals for war production. Nationwide scrap salvage drives were conducted, producing hundreds of thousands of tons of valuable metals to speed the armament and industrial program.

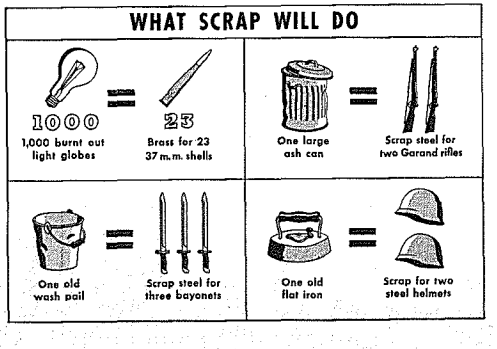
Much of this scrap, incidentally, remains piled high in public places in several localities, tending to create the impression that more scrap has been collected than is needed. Nothing is farther from the truth. This scrap is being gathered up as quickly as war production industries can accommodate it.

Authorities emphasize again and again that while the scrap drive has been successful up to this point, the surface has been barely scratched. The real test will come, they say, when the more or less obvious items are disposed of; and what follows will depend in large measure on the ingenuity and resourcefulness of the public in maintaining a steady flow of metals to the nation's melting pots.

As the war goes on, it is pointed out, the need for scrap metals will increase. Spreading out in ever-increasing numbers to the world's far-flung battlefields, our armed forces will need more planes, ships and tanks; more steel-helmeted troops; more machine guns, rifles and bayonets; more ammunition and supplies. All these will mean more scrap-saving on the home front.

Aware of what the future portends, Southern Pacific in cooperation with the WPB, is re-intensifying its scrap-salvage and reclamation program and is urging every man and woman on the railroad to

HOUSEHOLD SCRAP, and its place in our war production program, is shown in sketches below which were featured in an SP advertisement published in many Pacific Coast papers.



Must Be No Let-down in Scrap Saving, Railroaders Warned

"IF ALL the scrap that Southern Pacific lines as a whole have collected during the last nine months were loaded into cars, 50 tons to a car, it would fill 27 trains of 100 cars each."

M. J. Wise, assistant to the president, told this to a large audience of railroadmen and women at the Pacific Railway Club's meeting in SF last month. Theme of the meeting was "How Railroaders Can Help Win the War." Wise was one of several speakers who emphasized the importance of scrap-saving by every man and woman on the railroad.

Principal speaker was Bert C. Bertram of Washington, D. C., salvage director for railroads, War Production Board. He lauded the railroads for their cooperation in the national scrap drive but added there must be no let-down in scrap-saving practices if the war effort is to continue unimpeded.

Other speakers were S. L. Bouque, ass't gen'l storekeeper, SP, who is quoted in above article; T. L. Phillips, chief eng'r, Western Pacific; C. A. Veale, vice pres. and gen'l mgr., NWP; and J. W. Kelso, storekeeper, NWP. Chairman was B. M. Brown, gen'l sup't motive power, SP, and vice pres., Pacific Ry. Club.

Get in the Scrap

give full assistance to the national drive. Reproduced on the cover page is a poster recently distributed to employes throughout the Pacific Lines territory, asking them to save scrap on the job and in their homes. Reminders have also been made to the general public in the form of illustrated calendars and newspaper advertisements, the latter presenting such household hints for scrap-saving as "one old wash pail equals scrap steel for three bayonets," "1,000 burnt out light globes equal brass for 23 37 m.m. shells," "one large ash can equals scrap steel for two Garand rifles."

Huge SP Salvage

How the company was conducting its own salvage and reclamation program was described fully in the *Bulletin* of last April. Since that time, several new practices have been added, and constant search is being made for methods that will further increase the railroad scrap pile. In the first nine months of 1942, more than 219,500,000 pounds of railroad scrap were reclaimed, either for company use or for other industries. This figure does not include 41,080,000 pounds of reclaimed second hand rail, nor hundreds of tons of tie plates, angle bars, spikes, bolts and other materials for reuse, thus eliminating purchases of new material in equal quantity.

Some of the company's accomplishments in the scrap drive were described by S. L. Bouque, assistant to general storekeeper, at a recent meeting of the Pacific Railway Club in San Francisco.

"Since our country has entered the war," he said, "and the salvage section of the War Production Board has started its drive, we have turned in many tons of metal which were in use, but could be dispensed with. As an example, the motor car tracks at section tool houses have been removed and steel rails replaced with wooden rails. All rail used as bearings of any nature was replaced; metal thresholds, cast iron posts and much metal fence around stations were removed. This was done solely with the thought of national necessity and not of cost to the company. Removal of idle machines and idle facilities was thoroughly gone into. Clean-up was made of shops and M of W buildings, tool houses, extra gang outfits, lockers, shop bench drawers and all material on line not in use was reviewed.

"Much rail was recovered through removal of tracks which had been laid for a specific purpose, such as spurs to serve stationary boilers using coal and later converted to natural gas; also from drop pits located outside of shops and no longer used since being replaced by pits built inside.

"To give you some idea of what was accomplished during the past seven months, there was turned in a total of 10,450 tons of miscellaneous scrap and scrap rail over and above what was considered our normal accumulation.

"In addition to the effort to get in scrap, the Mechanical Department changed over some 450 items formerly made of brass or aluminum to castings or forgings made of cast iron, steel, malleable, thus releasing these more vital materials for the war effort.

Tin Content Reduced

"The War Production Board specified that the amount of tin used in the manufacture of products turned out in our industries must not exceed 40 per cent of the amount of tin consumed in 1940. Our Mechanical Department, despite increased demands for materials having a tin content, reduced this figure to around 30 per cent."

In his concluding remarks, Bouque stressed the need for cooperation from every man and woman on the job. "There is still much to be done and it can be done," he said, "if each employe will keep uppermost in mind the fact that nothing should be kept on hand unless there is need for it immediately or it is a vital protection item for the railroad.

"Treat all material and scrap metals as something priceless, which they are in these critical times. They may mean the difference between whether your boy or my boy fighting at the front comes home or is buried on foreign soil, and whether we win or lose the war."

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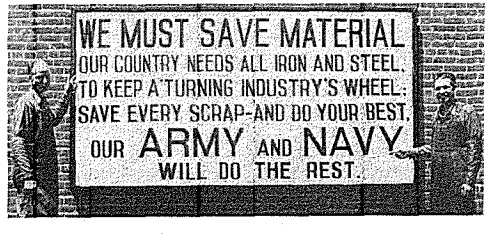


RECLAIMED SPIKES add a substantial tonnage to SP's salvage total as part of its scrap-saving program. Photo shows Alta Lee sorting spikes for reclamation at Sacto. salvage yard. One of many jobs now done by women to relieve manpower shortage.



SCRAP-MINDED are C. E. Gundlach (left) and Ed. Lee of water service dept., Montello. More than 40 tons of scrap recovered through their efforts on and off the job.

CONSTANT REMINDER to save scrap is this large sign, one of many displayed at the Sparks shops. Pointing to message, Machinists Arthur Peterson (left), Phillip Guerrera.



Railroad Suffers Loss in the Death of Vice President Saunders

SOUTHERN PACIFIC suffered a great loss last month in the untimely death of J. T. Saunders, vice president, system freight traffic. He died November 7 at the Company's General Hospital in San Francisco after a short illness.

Born in Fort Worth, Texas, May 25, 1884, and educated there and in Los Angeles, Joseph Taylor Saunders rose to a high position with Southern Pacific in the true American tradition. He entered the railroad's employ at Los Angeles in 1903 as a stenographer in the general freight office, but soon won promotion to city freight agent. From this post he advanced to assistant chief clerk, chief clerk and industrial agent.

In 1916 he went to San Francisco as assistant general freight agent. Five years later he returned to Los Angeles as general freight agent and then became assistant freight traffic manager there.

Appointment as freight traffic manager for the Company's Pacific Lines, with headquarters in San Francisco, followed in 1926, and in 1929 he was named vice president in charge of system freight traffic. In this capacity he maintained offices both in San Francisco and Houston.

At the beginning of his career, young Saunders was hired by the late Thomas A. Graham, then assistant general freight and passenger agent for SP in Los Angeles, and afterward worked in various capacities for Mr. Graham, who later became assistant freight traffic manager. It is recalled that Graham's pride in Saunders grew ever greater as "Joe" climbed the railroad ladder. From stenographer to vice president, Joe Saunders earned respect and confidence.

Inside the railroad family he was known as an exceptional judge of ability and once having placed responsibilities he gave his staff full opportunity to exercise their initiative. His own thorough training in all branches of freight traffic equipped him perfectly to guide his organization in all its activities.

In forming his opinions Mr. Saunders always proceeded on the belief that "a man's judgment is no better than his information," and further that "the man with a plan will usually prevail." In the conduct of his office he strove first for "organization" as the greatest possible accomplishment toward getting things done. Power to concentrate and power to decide were outstanding among his characteristics, and these qualities, along with a kindly and patient attitude toward his associates, made an indelible impression upon those who knew him.

Mr. Saunders devoted much time to the development of new industries in the territories served by Southern Pacific and was instrumental in locating many large plants on the Pacific Coast and in the Southwest. He was a valued consultant in national transportation affairs, serving as a member of the Western Traffic Executive Committee and of the Traffic Advisory Committee of the Association of American Railroads.

He was also active in the Family, Pacific Union, Bohemian and San Francisco Golf Clubs at San Francisco; California Club at Los Angeles, and Chicago Club at Chicago.

Funeral services, attended by hundreds of associates and friends, were held in San Francisco November 9, with final rites in Los Angeles, where Mr. Saunders' ashes were placed in the family crypt. He



JOSEPH TAYLOR SAUNDERS

is survived by his widow, Mrs. Irene Saunders; a son, Russell L. Saunders; his mother, Mrs. Ida M. Saunders; four sisters and a brother.

Holiday Travel Space Will Go to Uncle Sam's Boys First

SOUTHERN PACIFIC has announced that advance reservations for coach as well as sleeping car travel will be required for the holiday period from December 15 to January 5 in order that preference may be given to the thousands of men of the armed forces who will be traveling home on furlough and to relatives who will be visiting the boys at the camps and bases. Coach reservations, it was stated, may be made only at ticket offices at the time tickets are purchased, and not by telephone.

In outlining the new reservation requirements, F. S. McGinnis, vice president in charge of passenger traffic for the railroad, issued an urgent appeal to the general public to forego all rail travel not vital to the war effort during the holiday period.

"Southern Pacific," he said, "is facing a critical situation in connection with holiday travel. The tide of war traffic is mounting higher and higher, and we are hard pressed to supply the equipment to move it.

"Since every locomotive we have or can rent is being used, and the supply of passenger cars for civilian use is naturally reduced, we shall be unable to operate any second sections of our regular trains," he continued. "We have made every effort to increase the passenger-carrying capacity of our regular trains, but we simply will not be able to carry all of the people who will want to make holiday trips."

Mr. McGinnis pointed out that since the start of the defense program, Southern Pacific has consistently followed the policy that the needs of the armed services must come first. In the interests of the war effort, he said, that same policy must be observed in the matter of furlough travel, and the railroad feels certain that the public will give its understanding cooperation by postponement of all non-essential trips.

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Nation's Railroads Are Handling Heavy Passenger Traffic

THERE are approximately 6,800 Pullman sleeping cars and 17,500 passenger coaches in service on the nation's railroads, and for the duration of the war that is about all there will be.

This was the statement made recently in Washington, D. C., by J. J. Pelley, president of the Association of American Railroads.

About 40 per cent of the sleeping cars and 15 per cent of the coaches are constantly engaged in moving troops, and the armed forces have first call on all the rest, Mr. Pelley stated.

Besides the special-train and special-car movement of soldiers, sailors, and marines, great numbers of individual service men are traveling, either under orders or on reduced furlough fares, in the regular cars of ordinary trains.

On top of that, because of the rubber and gasoline situations, the railroads have been called upon to absorb a considerable percentage of the travel which formerly moved by highway.

"It all adds up to a tremendous rise in railroad passenger travel—almost double what it was two years ago," Mr. Pelley said: "Handling such an increase in travel, at a time when other war necessities have made it impossible for the railroads to get additional equipment in which to move it, means that some trains are crowded, especially on weekends and at holiday times, and some trains are late. Some stations are overtaxed on certain days and at certain hours.

"Much civilian travel is on business directly or indirectly essential to the prosecution of the war; much of it is about imperative personal affairs; much of it is part of the proper recreation and relaxation which the people of the nation must have if the war effort is to progress as it should; but much of it, also, is unnecessary, and, if need be, can be dispensed with without hardship.

"There are some who must travel and do it on a particular train on a certain day, if the war business of the nation is not to be impeded. There are others who have more latitude, and who may be able to choose the train they are to ride, or the day they are to go. They can plan their trips for the less-crowded days and can pick the least congested trains. It is our hope and belief that those who can will do this because it is the helpful, the patriotic, and the sensible thing to do."

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Lest They Forget: Just to keep their minds on the fact that they're still in a war and open to bombing, 100 railroaders at Sacramento Shops met on Oct. 9 for a demonstration on bomb protection by Ray Thomas. The lesson was driven home by a special motion picture, and additional talks on fire prevention.

ALEUTIANS-BOUND to bring X'mas cheer to Uncle Sam's boys stationed there are these stockings filled with gifts from SF SP'ers. In all, 783 stockings have been turned over to Santa Claus for delivery. Among the many girls in Aud. Disbursements Accts. office who prepared the gifts were Doris Graves (left) and June Crook. Several other gifts have been sent by General Office employes to men in service in far-off parts of the globe



Moore of Marines

Railroad Responds to a Mother's Love for "Indestructible" Son

SOUTHERN PACIFIC'S eastbound *Challenger* was pulling out of Wells, Nevada, on the afternoon of October 28 before Mrs. Maude Moore, a passenger, could bring herself to open and read the telegram which had been delivered to her during the brief stop.

There had been so many telegrams, unhappy ones, in recent weeks . . . and now this one. Her trembling fingers finally shredded the yellow envelope, and she read:

"Gene is home. Come back. Love. Signed, Charles."

Gene, her handsome six foot three inch son, Private Eugene Moore of the Marine Corps, who had been reported wounded—missing—killed in action in the Solomons, was home in San Francisco! And here was a telegram from her husband breaking the wonderful news.

Fear was gone now and with joy in her heart Mrs. Moore ran frantically through the cars in search of the conductor, and when she had found him, all she could say was, "I've got to get back—my son is home safe!"

It didn't exactly make sense but Conductor Fred C. Snooks, a railroader who had faced many emergencies, knew that he was face to face with another real-life drama. Railroading is important business, especially in wartime, and he had his work to do, but mothers are important, too.

"Now then," he said, "let's get this straight and we'll see what we can do."

And so the story was unfolded. Mrs. Moore's hero son was back in San Francisco, in a hospital there, recovering from inhuman treatment at the hands of Japanese soldiers.

The name "Private Moore of the Marines" was all that Conductor Snooks needed to clear the scene.

Already he was referring to his timetable, figuring where he could flag down the westbound *Challenger*. There was Pequop, a station, 24 miles east of Wells. Yes, the transfer could be made there, and Mrs. Moore would be on her way back to San Francisco many hours ahead of a transfer at Ogden.

"You get your baggage ready and leave the rest to me," said Snooks. "Everything's going to be all right."

And that's the way it worked out, for soon they were on the siding at Pequop, the westbound *Challenger* had been flagged to a stop and Mrs. Moore was rolling westward. Conductor R. Linton, in whose charge Conductor Snooks had placed Mrs. Moore, attended to the final details of seeing that she was comfortably located on the train and arranging for the return ticket.



HAPPY & PROUD were Mr. and Mrs. Chas. Moore of San Francisco on that day when they could again look into the smiling face of their "indestructible" son Eugene, whose name had thrilled our nation as the Marine private who survived extreme punishment at the hands of a large unit of Japs during action in the Solomon Islands. Happy, too, were (below) Conductors F. C. Snooks (right) and R. Linton, of Salt Lake Div., for the part they played in speeding the reunion of mother and son. (See accompanying article.) Top picture is by courtesy of United States Marine Corps.



The reunion of Private Moore and his mother and father needs no retelling. It's a chapter from the war that all America has thrilled to. But there's another word to be said about Conductor Fred Snooks of the Southern Pacific, who assumed full responsibility for making an unscheduled train stop so that a mother could hurry home to her son. Superintendent L. P. Hopkins of the Salt Lake Division adds the postscript. He says: "Conductor Snooks showed fine initiative and excellent judgment. We're all very thankful."

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Official Fire Fighters: The Fire Chief at Bakersfield recently swore in 24 railroaders from the SP superintendent's and yard office to serve as fire wardens. After the ceremony the men were given gas masks and helmets. • SP fire fighters in Roseville proved the value of their training when they played a large part in extinguishing a serious blaze that broke out in the SP Clubhouse there on Oct. 6.



VICE PRESIDENT W. W. HALE

W. W. Hale Advances to Vice President of Freight Traffic

APPOINTMENT of W. W. Hale as vice president in charge of system freight traffic for Southern Pacific, succeeding the late J. T. Saunders, was announced November 23, by President A. T. Mercier.

Mr. Hale has had 41 years of experience with the Southern Pacific, first on the Pacific Coast, there in the Middle West, later in Texas and Louisiana, and for the last four years as general traffic manager for the Company with headquarters at Chicago.

His first job with the Company was in 1901 as a clerk in the general passenger office at San Francisco. In 1904 he transferred to the office of superintendent of transportation and in 1917 was appointed eastern car service agent at Chicago. In World War I he was assigned to various duties and in 1920 he was appointed general agent for Southern Pacific at Detroit.

Appointment of Mr. Hale as assistant freight traffic manager at San Francisco was announced in 1929, and in 1932 he was appointed freight traffic manager at Portland. Two years later he was made general freight traffic manager for Southern Pacific's Texas and New Orleans lines, with headquarters in Houston, Texas. He left this post to become general traffic manager at Chicago, with general control and supervision of the solicitation and development of freight and passenger traffic for S. P. in the Middle Western, Eastern and Southeastern territories.

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Ten Months' Operating Results

FOR the ten months ended October 31, 1942, Railway Operating Revenues of Southern Pacific Transportation System amounted to $376,707,763, or $132,168,398 more than the revenues for the same period of 1941; a 54% increase.

During the same period Railway Operating Expenses were $221,465,808, or $59,451,197 more than expenses for the same 1941 period; a 37% increase.

Federal taxes, including $40,729,974 for Federal income taxes, amounted to $50,903,370, and other railway tax accruals to $9,925,358; a total of $60,828,728, or $43,188,201 more than such accruals for the first ten months of last year. After deducting taxes and $16,262,471 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $78,150,756, or $25,687,229 more than the net railway operating income for the same period of 1941.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the nine months ending September 30, 1942, the final result was a Net Income of $47,587,980, which compares with a net income of $27,545,610 for the same period of 1941.

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School Days Continue For Shop Youths

BRINGING the school to the student instead of sending the student to the school is the latest wrinkle to save work hours for the war effort.

Southern Pacific and the Sacramento public school authorities recently worked out the system for some 60 full-time employes of the railroad's general shops, stores and shop freight yard, who are between the ages of 16 and 18 and who, under California law, must attend continuation high school at least four hours a week.

Because of the considerable distance from the railroad grounds to Sacramento high schools and the loss of time involved in making the trip, A. B. Wilson, superintendent of motive power, arranged with Frank C. Vincent, coordinator of the Sacramento School Department, to establish a school directly on the shop grounds.

In addition to the saving of man-hours, the novel school facility will benefit the pupils by providing a course of study coordinated with the work they are doing.

The instructor is Bjarne Kristofferson, shop electrician, who had previously conducted vocational training work in Salt Lake City schools, and who has received full credentials from the Sacramento School Department.

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Veterans Organize: Familiar SP names were prominent among the railroaders who met in Roseville recently to discuss plans for organizing a Roseville Chapter of Retired Railroad Employes of America. D. O. Tenney, Mark Arentz, E. C. Fisher, C. A. Fogus, Edward Pendergast are among leaders in the plan.

FREIGHT TRAFFIC MEN of the Southern District, honoring L. B. Valla on his retirement as district freight agent at Santa Ana, and paying their respects to visiting general agents, got together for this picture at Los Angeles recently. Seated, center, is G. J. Blech, freight traffic manager, LA. Directly behind him is Valla. Others seated are, l-r: J. J. Kane, genl. agt., freight dept., Chicago; T. G. Burgess, genl. agt., Atlanta; F. M. Lally, genl. agt., freight dept., New York; R. A. Cooper, TF&PA, Birmingham, Ala. Standing, l-r: DFA W. F. McGowan, LA; G. T. Brown, DF&PA, Riverside; W. D. Keller, DF&PA, El Centro; R. S. Fisher, DFA, Santa Barbara; AGFA A. M. Levy, LA; PMT Supt. A. J. Brennan; GFA C. M. Biggs, LA; V. L. Arenth, DFA, Long Beach; Valla; A. L. Morgan, DFA, Santa Ana; GFA V. F. Frizzell, LA; A. G. Parker, asst. to FTM, LA; Fred Willey, asst. to FTM of PE Co. at LA; Thos. Fielding, DF&PA of SP and FTM of SD&AE, San Diego; Heber Smith, asst. frt. claim agt., LA; H. A. Hansen, DFA, San Pedro; T. J. Arnett, spec. rep., LA; W. T. Heinly, industrial agt.; W. L. Larson, GFO office mgr.



Here's How the 1942 Revenue Tax Hits Individual Taxpayers

By H. B. HARDING
Southern Pacific Tax Commissioner

THE Revenue Act of 1942 applies to income commencing with year 1942, returns for that year being due March 15, 1943. Certain changes were made, principally in tax rates, personal exemption, and credit for dependents. Also a new "Victory Tax" at 5% rate, effective January 1, 1943, was added. A summary of the important provisions in the law affecting individual taxpayers follows:

(1) Personal Exemption was reduced, a single person is allowed $500 and a married person or head of a family $1,200. However, last year's allowances of $750 and $1,500 were in effect continued for persons in the armed service with rank under a commissioned officer by means of permitting a single person to exclude from taxable income $250 and a married person $300 of the amounts received from the Government for services in the armed forces.

(2) Dependent Credit of $400 has been reduced to $350. This credit is allowed for each dependent under 18 years of age or, regardless of age, the allowance is given if dependent is mentally or physically incapable of self support. Taxpayer must furnish more than 50% of total cost to support dependent in order to be entitled to dependent credit.

(3) Earned Income Credit for purpose of normal tax calculation only, is still allowed. This is computed at 10% of earned income, but not to exceed 10% of net income. All income up to $3,000 can be considered as earned, for purpose of the credit, regardless of the source; income in excess of $3,000 must be actually earned in order to apply the 10% credit. The maximum amount of earned income on which the credit can be computed is $14,000.

(4) Returns must be filed by all single persons if gross income exceeds $500, or if married, if gross income exceeds $1,200. For non-commissioned persons in the armed forces, the minimum returns requirements will probably be $750 and $1,500.

(5) Normal Tax rate which applies on all net taxable income exceeding personal exemption, credit for dependents, and earned income credit is now 6%. Formerly it was 4%. As the first surtax bracket (explained below) takes a 13% rate, the combined normal and surtax rates on the first $2,000 of taxable income amounts to 19%.

(6) Surtax Rates were substantially increased. All taxable income is now subject to surtax which is in addition to the flat 6% normal tax.

Surtax rates are shown below on brackets of net income up to $10,000 and the total amount of surtax on the highest amount in each bracket is also shown. For comparison, the surtaxes that applied for year 1941 are also shown:

Net income after deduction for personal exemption and credit for dependents From	To	New surtax rates	Total surtax on amount shown in second column applicable commencing year 1942	Total surtax applicable to 1941 shown for comparison
0	$2,000	13%	$260	$120
$2,000	4,000	16%	580	300
4,000	6,000	20%	980	560
6,000	8,000	24%	1,460	900
8,000	10,000	28%	2,020	1,320

(7) Separate Returns, or one joint return can be made by husband and wife, as in the past. Although several changes in this procedure were considered, no change was made in the law as finally passed. Residents of so-called community property states, which include California, Arizona, New Mexico, Texas and Nevada, should report salaries and other community income and deductions one-half in each return, if separate returns are made. In cases where taxpayers are subject to surtax on income in excess of $2,000, a saving in taxes can be made by residents of community property states, and also in other states where the wife has separate income, by means of filing separate returns.

(8) Simplified Form of Return established last year was continued. It can be filed by persons having gross income from salaries and certain other sources not in excess of $3,000. This form can be used for married residents of community property states having community income up to $6,000, for reason separate returns can be filed and the total shown on each return would not exceed $3,000. Use of this form of return is optional and tax payable is determined by reference to graduated income tables applicable to (a) single persons, (b) married persons filing separate returns, and (c) married persons filing joint returns or the head of a family. The only deductions allowed are credits for dependents. Omission of other deductions is compensated for by a general reduction (about 10%) in the tax payable tables. Persons using this form of return do not prorate changes in status during the year (single, married, head of a family or changes in status of dependents), but the status on July 1st of the year applies for the entire year. However, changes in status are still to be prorated in all cases where taxpayers do not report under this alternative simplified schedule.

(9) Capital Gains and Losses, provisions were considerably changed. They are quite technical, and as the average taxpayer usually does not have transactions in securities or other capital assets such changes are not covered herein.

(10) Alimony or Separate Maintenance Payments made on a continuing basis under a legal decree of divorce or separate maintenance are now deductible. Lump sum settlements are not deductible. Payments to support minor dependents are not deductible. However, if such payments constitute more than 50% support of dependents (under 18 years or mentally or physically incapable of self-support), then dependent credit of $350 is allowed as referred to in paragraph 2 herein. Where the agreement does not specify what proportion of the payments are for support of minor dependents, then the entire payments are deductible, in which case the dependent credit is allowed to the recipient. The recipient of the alimony or separate maintenance payments must report amounts as income, for purpose of income tax, which correspond with deduction claimed by the payor.

(11) Retail Sales Taxes assessed against the retailer and passed on to the purchaser as a separate item, such as the California retail sales tax, is now deductible by the purchaser. Formerly such tax was deductible by the purchaser only in a few states where the state law directly assessed the tax against the purchaser.

(12) Deduction for Medical and Dental Expenses is now allowed for

Promotions in the office of Aud. of Pay Roll Accounts, SF, effective Oct. 26, include: A. J. Ryan, former supvr. centr. timekpg. bur., became the new asst. aud. of pay roll accts. and was succeeded by D. F. Frost, former chf. clk. centr. timekpg. bureau. Ryan started with SP in 1920 as a special accountant in Aud. of Pay Roll Accts. office while Frost's SP service dates from 1911 as clerk in the Genl. Supt.'s office, W. Oakland.

What Do You Know About Your Income Tax for '43?

If you are just an average American taxpayer you probably haven't any idea what you are going to be up against next year in the little matter of keeping in the good graces of Uncle Sam's revenue men. That Income Tax to help pay our war effort will hit hard come March 15. Read closely the accompanying article by Mr. Harding, who is an authority on the subject; and then you better keep this issue for future reference.



CAMP ADAIR'S six-foot waybill is at least a near-record one, as can be seen in the picture above. Asst. Cashier E. E. Hayden (left), at this big army camp in Oregon, spent two hours typing it out with all its red checks denoting revised rates. Mrs. G. L. Ravin (center), wife of Agent Guy Ravin of Corvallis, who is the cashier in SP's office at the east side of the camp, states that the six-foot waybill was for less-carload shipment of military medical materials, all at different rates. Frt. & Ticket Agent at the camp is J. J. McGovern (right, above), who now thinks of attending school at the camp if permitted.

any portion of such expenses which exceeds 5% of net income, where such expenses were incurred by a taxpayer for account of himself, his wife, or dependents described in paragraph 2. The maximum deduction allowable is $1,250 for single persons, $1,250 each for husband and wife if separate returns are filed, or $2,500 if a joint return is filed, or $2,500 for a person qualified as "head of a family."

(13) Returns Signed Under Oath. Formerly it was required that returns be sworn to before a notary or deputy collector of internal revenue. This requirement has now been eliminated.

(14) Victory Tax. This is a new tax effective January 1, 1943. The tax rate is 5% applied to the "Victory tax net income," such net income being gross taxable income, excluding capital gains and U. S. Government interest not subject to normal tax, less: Specific credit of $624 for each individual. Whether joint or separate returns are filed, husband and wife are each entitled to credit of $624 or total of $1,248, as long as the income of each exceeds $624. In community property states, one-half of the husband's earnings is considered earnings of the wife, even though a joint return may be filed. Therefore, whether joint or separate returns are filed, it appears that married residents of community property states should be allowed credit totaling $1,248 for purpose of the Victory tax. Payments for alimony or separate maintenance mentioned in item 10 are deducted. About the only other deductions permitted relate to expenses incurred in a trade or business such as taxes and other expenses paid on income property, or other usual deductible expenses incurred in producing income by persons conducting a trade or business.

(15) Victory Tax Withholding. The law requires employers to withhold and pay to the Government, victory tax on salary payments made on or after January 1, 1943, based on a schedule of rates which amounts to approximately 5% on all such salary payments in excess of $52 per month. A statement at the end of the year is to be furnished each employe by the employer showing the amount of such tax withheld.

This tax is withheld by employer without regard to individual employes' marital status and in most cases the tax withheld will exceed the actual victory tax due. This is adjusted by the employe when he makes out his victory tax return; the first return will be due March 15, 1944, based on 1943 earnings. Any victory tax withheld in excess of actual tax due can be applied as a credit against income tax that may be due. It is probable that a combined income tax and victory tax return will be devised, with provision thereon for crediting against income tax due any overpayments shown thereon in victory tax.

Further reduction in victory tax will be in order, which can be applied as an additional credit against income tax due; in event taxpayers qualify by making expenditures during the year (first year involved is 1943) for items described (a), (b) and (c) in following paragraph. In event such expenditures are not made then this so-called "Victory Tax Credit" is allowed taxpayers after the war, in place of currently.

(16) Victory Tax Credit. A so-called "post war credit," i. e., a rebate of part of the victory tax after the war ends, is allowed each year as follows:

Single person—25% of victory tax due for each year, not to exceed $500 annually; married persons—40%, not to exceed $1,000 annually; head of family—40%, not to exceed $1,000 annually; for each dependent—2%, not to exceed $100 annually.

This credit will be allowed in the current year, in place of after the war, up to the amount of expenditures that may be made by the taxpayer during the current taxable year for:

(a) Premiums on insurance in force on September 1, 1942, on life of taxpayer, his wife or dependents mentioned paragraph 2.
(b) Payment of indebtedness outstanding on September 1, 1942.
(c) Purchases of United States obligations (war bonds, etc.).

As explained in paragraph 15, where the amount of victory tax withheld from salary payments is in excess of the net amount of victory tax found to be due for the year, such excess is applied as a credit against income tax due for such year.

(17) Miscellaneous Other Changes in various provisions of the tax law were made which are in most cases technical and do not affect the average individual taxpayer.

(18) Further Increases in taxes may be expected on 1943 income. The Secretary of the Treasury has already announced that further tax revenue of six billion dollars annually must be raised. Possibly Congress will consider a sales tax next year. It is not expected that any further tax legislation will be considered until after close of year 1942.

-V-

Good As Ever: Charles F. Noyes and Sam Johnston of the Sacramento Shops aren't particularly worried about the threatened shortage of one thing and another. Charlie, a machinist, has been using the same hammer at his work since 1898, opines that it will easily last throughout this war; Sam, a machinist foreman, is still hooking trout with the same hook with which he landed a 20-pounder back in 1904.

EMERYVILLE MOTOR DEPOT, where the Army inspects all motor equipment arriving for overseas shipment from the Port of Embarkation at Oakland, is supervised by Major L. E. W. Lepper, who is shown in the picture below at far left, with some of the officers who assist him. L-R: Capt. J. E. McDonald, Capt. R. F. Ashman, Capt. R. C. Spidel, Capt. H. J. Laird, Lieutenants L. H. Johnson, H. R. Buckley, G. P. Hunter, John Buechler, J. B. Ingebritson. Army Signal Corps picture.



SP'ers Aid Plan to Bring Merry Christmas to Men in Service

DETERMINED to do their full share—and more, too—in seeing that men of the armed forces abroad and at home are well taken care of with remembrances and hospitality during the holiday season, the Women's War Activities Group at the General Office in San Francisco is following a program that has kept them busy for some weeks and which will continue right through Christmas day.

Already the ladies have mailed 600 pencils, with Christmas greetings, to all the General Office fellows for whom military and naval addresses were available (see picture page 17). Also 750 colorful two-foot Christmas "stockings" are on their way to American forces in the Alaskan area. The stockings (see picture page 5) contain gifts purchased by men and women SP'ers and individually wrapped, also candy, nuts and greetings from the railroaders.

A large box of presents, with all the Christmas trimmings, has been prepared to be placed on a ship which will be on the high seas at Christmas time. Also there will be gifts from the General Office folks for 100 boys in the Navy's hospital on Treasure Island in San Francisco Bay, and for men of the United Nations who are at the Hospitality House, Old California Hall, Harrison St. USO, and various other service organizations in San Francisco.

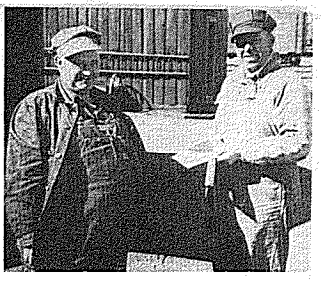
Then, to personalize the warm feeling all of us have for the men in uniforms, there'll be dozens of young ladies from the General Office on hand to add their own individual charm and hospitality to the dances and other holiday functions.

To the men and women who have so generously supported the varied program of the Women's War Activities Group, and to the ladies in the various offices who have contributed so much of their time to the collecting of contributions, wrapping of gifts, assisting at the Hospitality House, and otherwise giving their help, go the sincere thanks of Miss Barbara Pell and Mrs. Genevieve Beane, who are directing the work of the group.

SP Hospitality Girls! Two hundred SP Genl. Office girls acted as Hostesses at the Marine Dance held in the SF Auditorium, Thanksgiving Eve. Many of the girls feted and dined one or two service men for Thanksgiving dinner in their own homes before going to the dance. Mrs. G. L. Beane, head of the Typing Bureau in Disb. Acct., reports a gratifying number of SP'ers had made arrangements with SF Hospitality House and the USO for service men to participate in Thanksgiving festivities in their homes.

-V-

McCoy on the Alert: A short time ago as train 664 was approaching Fields, Oregon, Section Laborer Ivan McCoy noticed a broken flange on one of the car wheels. He immediately called the operator at Fields, who sent B&B Foreman E. H. Rogers to stop the train as it was pulling out of the station. Two pieces of flange, one 16 inches, the other 25 inches long, were broken from a car wheel constituting a serious safety hazard.



MORE TO RETIRE ON! is the way Engineer E. E. Thurman explains his purchase of a $100.00 War Bond each payday to Fireman S. R. Knowles. Thurman plans to be cashing 2 such bonds, and his Pension Check, monthly when he finally retires.



WALNUT PICKERS for a day were these folks from the General Office in SF who spent Sunday, Oct. 4, on the ranch of Mr. and Mrs. J. J. Keith at Walnut Creek, helping the former chief traveling auditor of Miscellaneous Accts. harvest a bumper walnut crop. A barbecue picnic finished off the day and a grand time was voted by all. The outing was arranged by Dallas Yater and Marge McFadden. Bill Gerke (center) was the chef, and Lloyd Sayers the photographer.

MEN OF ARMED FORCES traveling through Los Angeles passenger terminal now have use of the comforts and facilities of a fine lounge. In bottom picture (below) George B. Hanson, SP genl. pass. agt. at LA, is shown addressing group at format opening on Oct. 29. With E. E. McCarthy, Santa Fe genl. mgr., he presented the lounge to the USO and Travelers' Aid in behalf of the three main lines using the terminal. In other group below: U. S. Judge H. A. Hollzer; Dorothy Wysor Smyth, executive secretary Travelers' Aid Society; Hanson; Dr. A. H. Giannini, Southern California USO chairman; McCarthy; Dr. I. M. Walker, president LA Travelers' Aid Society; Mrs. Carl Belt, chairman of dedication program; Rabbi F. Magnin.







COMMANDING OFFICER of So. Calif. Sector, Western Defense Command, is Maj. Genl. Maxwell Murray, shown here at his Pasadena headquarters in conference with SP's Genl. Freight Agt. C. M. Biggs (left) and Genl. Passenger Agt. George B. Hanson.

Army Traffic Presents Problems

ON THIS page are shown some of the Army officers who handle or supervise the movement of traffic affecting the So. Calif. Sector of the Western Defense Command at Pasadena, the Quartermaster Supply Depot at Mira Loma, the Reception Center at Fort MacArthur, and the Air Base at Santa Ana. With them are some of the representatives of the SP traffic offices in the Southern District who are in constant touch with the Army's transportation requirements.

The army officers are a cooperative and understanding group, which is a big help to SP's traffic men. Major Genl. Maxwell Murray, whose headquarters are in Pasadena, is responsible for the army's protective measures in southern California. He speaks in complimentary terms of SP's campaign to inform the public why "Victory Trains Come First." Major H. J. Gunther, transportation officer at the Pasadena headquarters, in addition to directing heavy troop traffic, worked out details on the movements of Japanese first to reception centers and later to inland camps. He is in almost daily contact with Geo. K. Moran, supervisor of the train and military service bureau in the Los Angeles Gen'l Passenger Office.

Col. C. E. Stafford and his staff officers have worked out a most efficient system for handling huge quantities of food stuffs to and from the Mira Loma depot. His depot is served from the office of DF&PA Geo. T. Brown at Riverside.

At Fort MacArthur Reception Center, Lt. Col. J. J. France and his staff receive each week several thousand inductees for the "baptism" into army life. DFA Karl Caldwell's San Pedro staff helps Capt. Geo. Cram, transportation officer, in handling details of moving troop trains.

Activities at the Santa Ana Air Base have expanded rapidly under Col. W. A. Robertson. Here the requirements of 1st Lt. E. R. Lilienthal, transportation officer, are taken care of at the Santa Ana offices of DFA A. L. Morgan and DPA E. B. Sharpley.



ARMY & RAILROAD officers below, who direct transportation matters in their respective territories, are: (1) Col. Chas. E. Stafford, commanding officer, Mira Loma Quartermaster Depot. • (2) Col. W. A. Robertson, commanding officer, Santa Ana Air Base. • (3) Lt. Col. J. J. France, commanding officer, Fort MacArthur Reception Center. • (4) At Mira Loma, l-r: DF&PA G. T. Brown, and TF&PA W. S. Allen, of SP's Riverside Dis.; Lt. D. J. Foley, Lt. V. M. Kerr, Major C. M. Lang. • (5) At Santa Ana: Mrs. Lela M. Framheim, of Air Base Trans. Dept.; Lt. Col. F. H. Chetlain, Col. Robertson, Col. J. J. Canella. • (6) Also at Santa Ana; Capt. R. L. Temple, TPA Guy H. Thurman, Lt. E. R. Lilienthal, DPA E. B. Sharpley of Santa Ana Dis. • (7) Major H. J. Gunther and Geo. K. Moran, supv. of SP's military service bureau, discuss a transportation matter at Pasadena Western Defense Command Office. • (8) At Fort MacArthur; Lt. Clifford Bowman, Lt. Donald Beckord, AGPA N. Kinell, Lt. Col. J. J. France, PA Howard Kaylor, Cond. A. H. Ross, Lt. Col. E. W. Weeks, Capt. Geo. Cram, and Karl Caldwell, recently appointed DPA at San Pedro.

Gobs Learn About Diesel Engines at SP West Oakland Shops

IF ONE of these days you should happen to ask a sailor lad where he completed his naval training, don't be surprised if he replies: "At Southern Pacific West Oakland Shops." He won't be kidding.

Far cry that it may seem from railroading to training men for service in the U. S. Navy, that's exactly what is taking place at West Oakland, where a group of Uncle Sam's bluejackets, under the tutelage of skilled shopmen, are being schooled in the operation of Diesel engines.

At present, 82 men are taking the course, whose purpose is to give them first-hand experience in operating and maintaining big Diesels similar to those which power many of the Navy's ships. Twenty-one others have completed training and are now putting their knowledge to practical use somewhere on the high seas.

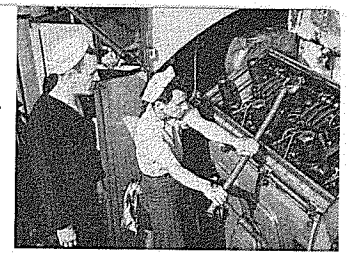
The trainees are brought to Oakland from San Diego after completing a preliminary study which is primarily of a theoretical nature, and upon successfully passing a competitive examination. West Oakland Shops were selected by naval authorities as being best equipped to put the finishing touches to the tars' training because of facilities there for servicing the giant 6,000-horsepower units that pull the *City of San Francisco*, and the 1,000-horsepower Diesel switchers that work the Oakland Yard.

Under a schedule mapped out by Lt. Francis E. Swiderski, USN, who is in charge of the men, and SP's Master Mechanic E. R. Auton, the West Oakland training period lasts about three weeks. During that time, the students work side-by-side with our mechanics, electricians, machinists, etc., under the supervision of Instructor D. L. Varrelman, machinist mate, 1st class.

The group is divided into two shifts and each man is on the job eight hours a day, six days a week. The jobs are rotated so that every phase of the work is covered by the time the course is completed. This includes, in addition to working on the Diesels, servicing air-conditioning equipment, repairing electrical appliances, overhauling locomotive boilers and general machine shop work. The latter is principally for the men who have had little or no previous mechanical experience, transferred from other branches of service to meet the Navy's urgent need for Diesel experts.

Commenting on the success of the program, Lt. Swiderski says: "The results we've been getting are a tribute to fine cooperation of all Southern Pacific men concerned and the painstaking interest they are showing in their young charges. On every side there has been a genuine desire to be helpful, and the friendly, patient treatment accorded our men has left a lasting impression."

The railroaders' viewpoint is best summed up in the remarks of a shopman, who said: "I'm glad of the chance to help these boys; it not only makes me feel I'm taking an even closer part in the war, but I like to think what I'm teaching these lads may some day help save their lives and the lives of others, including my son, who is in the service."

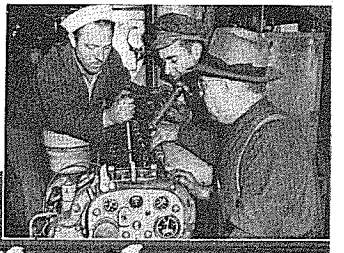


Tuning up the motors of the 1,000-h.p. Diesel switchers is one of many jobs taught sailors at West Oakland in preparation for operating big motors on many of Navy's ships. "Student" in above picture is working under expert eye of D. L. Varrelman, machinist mate, 1st class, Instructor Varrelman has had previous railroad experience with the Baldwin Locomotive Works.



Every phase of Diesel operation and maintenance is included in the three-weeks' program. Above: Shopman Art Gilbreth (center) explains proper method of armature winding to a couple of tars. Below: W. A. Laing, electrical foreman (center), and G. M. Way, federal electrical inspector, help sailor work on generator in "City of SP." When not working on Diesels, the navy students learn to run lathes, planers and other machines to help give them the "feel" of handling tools.





Left: Lt. F. E. Swiderski, USN, and E. R. Auton, master mechanic, discuss reports on progress of Naval trainees in Diesel studies at West Oakland yard. Several of the boys have been so impressed with the course, says Swiderski, they plan to make railroading their career when the war is over. • Below: Grouped around the "City of SP" are some of the 82 "students," and in the front row, their shopmen "teachers."



Look Here, Brother and Sister SP'ers!

IT'S high time we had a serious discussion about this War Bond situation.

What's that? You say you're signed up to buy bonds through payroll allotment and you're a member of the ten-percent club?

O.K. That's swell.

But you still can get in on this chat, because you probably know some fellow worker who isn't doing all he might be doing to put our drive over the top. So, pull up a chair for a few minutes while we take a look at the record.

Frankly, our progress in the War Bond drive hasn't been so hot. Oh, sure, we're on a par with some of the other railroads, both in percentage of participation in the payroll allotment plan and in the amount of our monthly deductions.

RESULTS IN WAR BOND DRIVE

ALTHOUGH reports of Pacific Lines drive for purchase of War Bonds through payroll allotment showed an increase as of Nov. 15, they don't leave much to cheer about. For the increase was slightly over one percent, despite the fact that some groups, such as El Paso Shops, Sacramento Div., Traffic Dists. and P.M.T., registered substantial gains. On the other hand, Coast and Portland divisions slumped, while others already far down the list failed to improve their standings.

Division	Number of Employes	On Pay Roll Deduction	Percentage
Stores	1711	1711	100%
Sacramento Shops	3378	3345	99%
El Paso Shops	1262	1251	99%
General Office	3979	3713	93%
Dining Car	1913	1749	91%
Los Angeles Shops	1948	1776	91%
Traffic Districts	512	428	83%
Tucson	3281	2690	82%
Coast	5945	4857	82%
Sacramento	3410	2816	82%
Salt Lake	2898	2350	81%
Los Angeles	6167	4454	72%
P. M. T.	585	422	72%
Portland	3879	2749	70%
Rio Grande	2930	1977	67%
San Joaquin	2607	1766	67%
Western	7772	5017	64%
Northwestern Pacific	956	585	61%
Shasta	3363	1333	39%
TOTALS	58,496*	44,989	76%
		Percentage last month	75%

*Figures do not include employes in service less than two months who have not yet subscribed under this plan.

For the past few months our percentage of employes on the payroll allotment plan has climbed only a few points—not even close to what it should be. Right now it's 76%.

You know, that's not like us SP folks. We've always been able to point pridefully to our ability to come through one hundred percent in a pinch. **And right now we're facing the biggest pinch of our lives!**

Every month the BULLETIN is sent to several hundred employes now in the armed forces. These men and their millions of comrades wouldn't want to think that we on the home front are only doing a 76 percent job. How would WE feel—and where would we end up—if THEY were giving only 76 percent of their best effort to win this war?

But wait a minute! Perhaps there's something wrong with that figure. Surely a lot of those 13,000 employes who have not signed up for payroll allotment are buying bonds regularly on the outside. Undoubtedly true—but they're not included in these figures. And that's where we look bad.

Take a look at the standings listed elsewhere on these pages. Some are good, some fair, some poor. This doesn't make sense when you stop to consider that, fundamentally, there's no difference between the people who work in the Stores Department and those on the Shasta Division; between those in the shops and those on the Western Division. Whether our homes and our jobs are in Arizona, California, Oregon or any other state makes no difference. We're all a part of the America that's fighting to preserve its freedom.

Digging down deeper into the report, we find the percentage of participation by various departments, based on division reports, as follows: MofW, 88%; Supts. Staffs, 85%; Mechanical & Car Depts., 84%; Stations, Clerks, Dispatchers, Misc., 67%; Enginemen, 47%; Trainmen, 43%; Yardmen, 42%.

We KNOW that these percentage figures would skyrocket if we could include the people who are buying bonds through banks and postoffices, but that's not the way Uncle Sam asked us to do it. The government has specifically asked us—just as it has asked millions of other Americans—to buy War Bonds THROUGH PAYROLL SAVINGS.

Experience has shown that people, with the very best of intentions, as a rule won't save regularly unless they pledge themselves to do it. Maybe you're the exception and can and do buy bonds regularly at the bank or postoffice. But even so, the fact remains that if you don't buy through the payroll allotment plan you discourage others—and neither your group nor the SP employes as a whole get proper recognition.

If you're one of those who are not buying through payroll savings, is there any reason why you should continue to be different from the 45,000 employes who ARE? Is it any more inconvenient for you than it is for them?

There are bound to be exceptions, of course. Some persons have good personal reasons why they cannot sign up, and the government recognizes that such reasons exist. That's only a small minority, however. Certainly, it's not 24 percent of our employes.

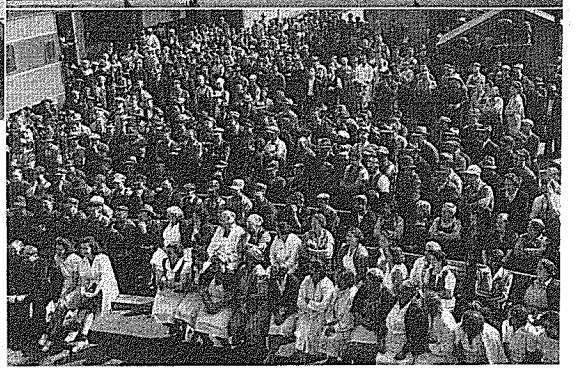
Strange part of it is you're not being asked to GIVE a cent. You're being asked to INVEST some of your income in the soundest security in the world today; to SAVE a part of your income for the post-war period, when you'll want money to buy many of the things that aren't even for sale at this time.

It's amazing, too, what can be done, once you get the spirit of the thing. For example, Sacramento Shops recently staged a big War Bond rally. At that time they already were OVER NINETY-EIGHT PERCENT in payroll participation, but they WANTED TO DO EVEN BETTER. As a result of the rally more than 1765 men and women signed new allotment cards, upping the amount of their former subscriptions. And the number of employes buying through payroll allotment jumped to nearly 100 percent.

What Sacramento Shops has done, what some other groups are doing—the rest of us railroaders can do. Last month the U.S. Treasury Dept. opened an all-out campaign for "thirty million workers participating in Payroll Savings and investing an average of 10% of their incomes in War Bonds by January 1, 1943." That includes US. **Let's get going!**







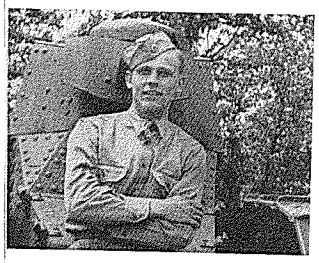
SPARKS & WEST OAKLAND War Bond Committeemen have been active in keeping bond purchases and payroll subscriptions out in front. ● (Above) Committee that staged a two-day drive at Sparks roundhouse netting $3875. Standing, l-r: Mrs. Geo. Schilling, Mrs. Harry Foote, Mrs. Bruce Shelly, Mrs. Ed. Mulcahy. Kneeling: Duarante Grannotti, Melvin Poole, Allan Rock, Sr., and Bruno Tassone. Largest bond purchaser was Carman Donald Smiley at $253.75. Machine Shop went $100, led by Foreman Wm. Foote. ● West Oakland employes (right) turned out in force to hear a program dedicated to War Bonds and the local War Chest. Committee and those participating in the program are shown in group upper right. L-R: E. R. Auton, A. H. Johnstone, R. E. Harrison, S. H. Bray, Jack Gleason, sheriff, Alameda Co.; Accordionist Zunnino, Soloist Chris Holtum, Toastmaster R. Rooney, Magician R. B. Olson, J. Banks, program chairman.

EL PASO SHOPMEN staged a War Bond Rally Oct. 19 when they received a Minute Man Flag in recognition of their having passed the 90% mark in payroll deduction subscriptions for bond purchases. Inspiring talks were made by Machinist James G. Black, chairman of Local Federation and War Bond Committee member, who acted as master of ceremonies; and by Forrest E. Smith, El Paso chairman for War Bond Sales; W. G. Reid, asst. supt. motive power; M. J. Gunther, supt. of shops; and by Machinist E. M. Napoles, who spoke in Spanish. Patriotic music of both United States and Mexico interspersed the program, in which Mrs. O. H. Gutsch, wife of genl. loco. foreman; Sam S. Kirkpatrick, of Genl. Stores; Amador Carpio, boilermaker; and the Tipica Orchestra from the shops and stores, were featured. Since shop forces are working ten hours daily, employes were urged to increase War Bond deductions to at least 10% of earnings for a ten-hour-day.





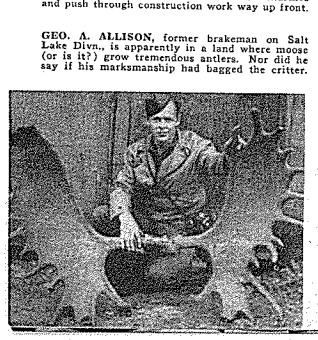
JOHN MORGAN has completed his basic training at Tulare and is now at Minter Field near Bakersfield for advanced army flight instruction. He was former clerk in Passenger Accounts, SF. His sister is popular Marian Morgan, prominent in girls' athletic activities at General Office.



SGT. BOB JOHNSON, backed by this piece of armored equipment, was a file clerk in Chicago Passenger Traffic Office before he landed with the air corps at Jefferson Barracks in Missouri.



CADY & HALL are among the recent enlistees from Tucson Divn.; Virginia, daughter of C. F. Cady, pile driver engr., with the WAACs, and Robt. L. Hall, of Divn. Engr. Off., as chief carpenter's mate in Navy's "Seebee" Battalion, those fellows who move right in with the Marines and push through construction work way up front.



GEO. A. ALLISON, former brakeman on Salt Lake Divn., is apparently in a land where moose (or is it?) grow tremendous antlers. Nor did he say if his marksmanship had bagged the critter.

From Near and Far Comes Word of SP'ers with Armed Forces

HOWDY there, Private **George P. Smith** of Camp Robinson, Arkansas, and all your SP buddies! These columns you wrote so ably in the days after Pearl Harbor have passed on to another scribe, and while you and other "tails" with America's legions hasten that day of glorious victory, we'll carry on here in the *Bulletin* office to pass along the bits of news we hope will interest you, and which above all will convey to you something of our pride in you SP'ers with the fighting forces, our confidence in your ultimate success, and our determination to back you with wholehearted support on the home front.

The already long list of former *Bulletin* correspondents in the armed forces was increased last month when **Jimmie Quinn,** who handled San Joaquin Divn. news items from the Supt. Office at Bakersfield, joined the navy as a yeoman, and when **Thurman LeClerc,** who recently took over the reporting job from his father at Tracy, signed up with the marines. Photographer **A. S. Petrishin,** whose fine pictures have helped us bring you the story of the railroad through these pages, is now with a Signal Corps unit, and last word was that he's headed for special training before an overseas assignment to shoot action stuff. "Pat" saw service as photographer in the last war.

The friends of **Charlie Cooley** in Car Shop 9 at Sacramento Shops had better not show his recent letter to the California Chamber of Commerce. Charlie is soldiering down in Tampa, Florida, and says that the southern atmosphere suits him fine. Maybe it's because he was just made a sergeant.

There will be another officer in Uncle Sam's Army when **Myron F. Wheeler** completes his training at Camp Lee, Va. Wheeler has been in the Army some months, was formerly secy. to DP&PA C. H. Reeves at Klamath Falls.

Prize possession of Sacramento Brakeman **W. C. Butterfield** is the shell casing from an anti-aircraft gun at Dutch Harbor. He believes it to be from one of the first shells fired by the American forces in the attack on Dutch Harbor.

Return of Private **Ralph Nardella** to Sacramento for a short leave was the occasion for a big turnout of railroad folks at a party in his honor. Ralph was formerly a carman in Sacramento Shops.

Australia has sold itself in a big way to **Robert Campbell,** former Coast Divn. fireman and grandson of retired Road Foreman of Engines Lee Ayers. Bob is with the American Army somewhere in Australia and writes his friend Jerry McCabe that he intends to see more of the country after the war.

Right at home in the army is Western Division's **Albert Klobas.** Al was a yardman at Richmond and recently helped in the construction of a railroad connecting Camp Polk with Camp Claiborne in Louisiana. He got a big kick out of the driving of the last spike ceremony. Says his outfit is all ready to build a railroad right into Berlin. Another soldier from the Western is former Brakeman **Geo. E. Storch** of Tracy, now on duty at Pine Camp, New York. George says: "I have come in contact with many railroaders from many different railroads, but I still think the friendly Southern Pacific takes the cake in every way."

Two former "rails" are now navy storekeepers on Terminal Island in California—**Don Waring** from our General Stores in West Oakland and **Ray Alexander** of our Law Department.

Other news bits about SP'ers in general: Bayshore's **Gilbert Verone** is after his chevrons in the Camp Callan cooking school; one of Uncle Sam's littlest fightin' men is **Al Ceglie,** former Portland B&B clerk, who's taking in stride all that's been dished out to him, plus the winning of a marksmanship medal, although he'd never fired a gun before entering the army; **Edwin J. Stone,** former Ogden shops apprentice, is with a coast guard unit in Hawaii; **Chas. D. Hopkins,** of Salt Lake Div., has graduated in radio from the navy's Radar School at Univ. of Idaho, and is now stationed at the High Frequency School in Bremerton; Corp. **Ben Freshman,** who is doing ground instruction work for the army air corps at Minter Field, Cal., formerly of Freight Claims, SF, surprised his former office with a visit; also a "link trainer" with the air force is **Joe Roderick, Jr.,** former Shasta Div. crew dispatcher, now at Ellington Field, Texas; **Tommy Gilmartin** dropped in from Ft. Lewis to visit SF Freight Accts. folks and to say that he was soon to be off "to get himself some Japs"; and from Pvt. **W. A. Comfort, Jr.,** formerly of LA Shops, comes word that he recently married an Amarillo belle, and is now stationed there with the army air forces. **A. B. "Bud" Crystal,** formerly of Law Dept., now with the Merchant Marine, visited in SF a few days while his Liberty Ship took on another cargo. He'd "been places" in the Pacific.



F. L. MARTIN *Lost in Action*

J. O. ADAMS *Gets Flying Cross*

Salute to Our Heroes

FRANK LEON MARTIN, popularly known at the General Office where he worked for about three years in the Asst. General Auditor's Office, lost his life in action while aboard his ship somewhere in the Solomons area, according to word received by his parents in Alameda early last month from the Secretary of the Navy. It is thought that Frank is the first General Office man to lose his life in action thus far in the war.

A Distinguished Flying Cross has been awarded J. O. Adams, lieutenant junior grade, who was formerly of the Division Engineer's Office in Tucson. No details of the citation, or information as to where his action took place, were available as the *Bulletin* went to press.



R. S. Beck	P. J. Johnson	Jose Otero	Harry Wilson	E. A. Dericco	M. J. Minan	W. MacDermott	John Briley
PMT Company	W. Oak. Stores	Rio Grande Divn.	Land Dept., SF	Salt Lake Divn.	Coast Divn.	Western Divn.	Shasta Divn.
B. R. Alexander	**T. G. Anthony**	**Jose Rangel**	**J. D. Cornett**	**Eugene Burt**	**Edward Lyons**	**P. J. Clifford**	**Geo. Roth**
Shasta Divn.	Aud. Pass. Accts.	Sacramento Divn.	Shasta Divn.	Portland Divn.	Sacramento Divn.	W. Oak. Stores	PMT Company

In The Service of Their Country

Following are some of the 6192 SP'ers in the armed forces from the Pacific Lines carrying Old Glory out to the far corners of the earth. From SP Co., as a whole (T&NO, PE, NWP, PMT and subsidiary companies) there were 8380 men in U. S. services as of November 15. Additional Pacific Lines names will appear in later issues.

GENERAL OFFICE

Engineer Department:
GAMBERUTTI, Tom, Navy
GIBSMORE, H. M., Lt., Army Sig. Corps
HIGLEY, Richard E., Lt., Army
McBADE, Edward, Navy
MEANEY, William F., Lt., Army A.C.
REVALEON, Eddie, Army
YOST, William F., Army A.C.

Purchasing Department:
BORDIN, Al M., Navy (SF)
EFTER, Cecil C., Navy A.C. (SF)
HORGAN, C. M., Navy (SF)
O'BRIEN, John Robert, Army (LA)
REISCHMAN, Jack W., Army (SF)
THOMPSON, Lester C., Navy (Port.)
VETTERLINE, Harry A., Navy (SF)

Executive Department:
CUCCIA, Ned E., Army
NELSON, Morgan V., Navy
NIELSEN, Paul T., Army Air Corps
RIST, John M., Army
TOWNSEND, Robert H., Army
WEBB, William A., Army Air Corps

Operating Department:
LORENZEN, H. R., Marines
McLEOD, R. M., Army

Law Department:
COWAN, Leroy A., Army

ACCOUNTING DEPARTMENT

ALBITZ, Jack F., Army (AFA)
ANDERSON, Allan G., Marines (AFA)
BERRL, Nathan, Navy (AFA)
BENSON, R. E., Navy (ACE)
BOEHRER, Eugene B., Army A.C. (AFA)
BRADT, Victor, Army (AFA)
CLARK, Harry B., Army (AFA)
CLEMENS, Roy K., Army (APRA)
COLLING, Benjamin M., Army (AFA)
DONAHUE, Daniel P., Army (AFA)
EUSTACHY, Roger L., Army (ADA)
GOODWIN, Harold E., Navy (ACE)
GROSSO, Felix, Navy (AESA)
HEBARD, Dana, Army (AFA)
IRVING, Robert G., Navy (AFA)
LYONS, Harry, Army (ACE)
MAHER, Joseph R., Army (AESA)
MAY, Joseph E., Navy (APRA)
McCARTHY, Robert B., Army (ADA)
McCARTHY, Roland J., Army (AESA)
McCREERY, Andrew, Army (AESA)
MOORE, R. J., Navy (ADA)
PACELLI, Joseph, Jr., Army (ADA)
STAHL, John Ahern, Army (APA)
STREETER, Richard S., Navy (ADA)
WADDELL, William W., Army (AFA)
WAITE, George S., Navy Reserve (AFA)
WOODWORTH, Harvey B., Army (AFA)
YOUNG, Jack D., Navy (APRA)

DINING CAR DEPARTMENT

BECKER, Joseph A., Army (LANS)
CAMPBELL, Shelby A., Army (LAC)
CHILES, Johnie C., Army (LAC)
DOIG, David D., Navy (OPNS)
DOUSHEY, John Allen, Army (OPNS)
GHOSAR, Clarence L., Army (LAC)
GREENE, McKinley, Army (LAC)
HARE, COREY O., Army (SR)
HARRINGTON, Roland S., Army (OPNS)
HENDERSON, George, Army (LAC)
HILL, Hiram, Army (PC)
HUNT, Abner, Army (LAC)
JACQUES, Lamar E., Army (WOC)
JIM, Willie M., Army (IRC)
JOEL, Richard, Army (LAC)
JOSEPH, Steven, Army (LAC)
JUNE, Sam, Army (CRC)
KENNISON, Donald C., Army (LAC)
KLINE, Irving, Army (LANS)
MASON, Clyde, Army (LAC)
MERRITT, Preston, Army (SFR)
MORRIS, Alfred J., Army (WOC)
O'BRYANT, David M., Army (LAC)
PIERCE, Jack W., Navy (EPC)
RASMUSSEN, George H., Army (WOC)
REMOND, Young W., Army (LANS)
RIGGINS, Washington, Army (LAC)
SEARLE, James Z., Army (WOL)
SCHOENBERGER, W. E., Army (OPNS)
SIMMONS, Leland S., Navy (OPNS)
TAYLOR, James C., Army (WOC)
TAYLOR, Lee, Army (LAC)
WHITE, Frank G., Army (LAC)
WILLIAMSON, Raliegh J., Army (LAC)
WOLF, Morton, Navy (PC)
VIOVICENTE, Gervacio L., Army (OPNS)

PASSENGER TRAFFIC

ANDERSON, Walter H., Army (SF DPO)
BARHAM, Lloyd D., Navy (LA DPO)
BIRD, Woodrow G., Army (LA GPO)
CUNEO, William C., Army (SF C2)
HELLMAN, Roland D., Army (SF C)
HOWELL, Walter L., Navy (SF C2)
NICKERSON, John B., Army (SF DPO)
NORMAN, Thomas F., Navy (SF DPO)

SACRAMENTO DIVISION

BAKER, Carl A., Navy
BROOKS, Marion R., Army
CALDEIRA, Joe S., Army
CHOQUETTA, Ray W., Army
COSTA, Sammy, Navy
GAGE, Carl M., Army
GOODWATER, W. E., Army
HERMAN, John G., Jr., Army
HILL, Hugh R., Army A.C.
HUHTALA, C. W., Army A.C.
KIMBROUGH, H. R., Marines
KOSTAKIS, D. W., Coast Gd.
LEMEN, James E., Army
LUNARDI, P. J., Coast Guard

Here's a Date for You SP'ers in the Service!

THE "Welcome Mat" will be spread in front of the General Office on Thursday, December 24, for all railroaders in the armed forces stationed in the San Francisco Bay area, or on leave there. In fact the mat will be found in front of every door in the big building, for that's the day the SP Club of San Francisco stages its Ninth Annual Christmas Program. Those who have worked at 65 Market Street know full well what fellowship is wrapped up in the event, and the committee is hopeful that many "rails" in uniform from the divisions, shops, or other departments of Pacific Lines will be on hand to join in the festivities.

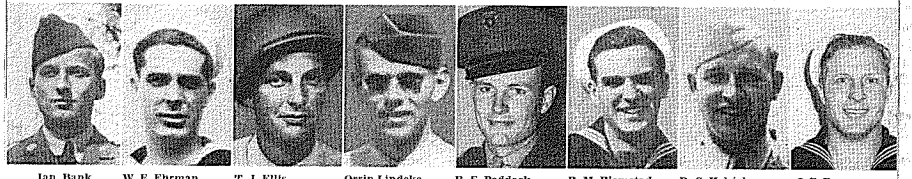
The program will start at 8 a. m. in the court yard with music by the Club's band and glee club. President A. T. Mercier will extend his greetings and there'll be other special numbers on the hour's program. Then it'll be back to the desks for a time to clear up urgent work before the doors of all departments begin swinging back and forth to the "open house" theme of the day.

The committee is planning something special for you SP soldiers, sailors, marines and others in uniform, so if there's a chance of you being present and you can drop a line to Chairman Jim Higgins at Room 621 or phone him on Local 2179, it will help a lot in making final arrangements.

Come join us the morning of December 24, that's the main thing we want you to remember.



D. R. Neal Shasta Divn. | **Edwin Ehn** San Joaquin Divn. | **K. L. Turner** Aud. Disb. Accts. | **Ben Freshman** Freight Claims | **Jerry Adamski** Portland Divn. | **R. J. Moore** Aud. Disb. Accts. | **E. M. Richmond** San Joaquin Divn. | **Ed. G. Olson** Aud. Pass. Accts.



Ian Bank Western Divn | **W. E. Ehrman** Sacramento Shops | **T. J. Ellis** San Joaquin Divn. | **Orrin Lindeke** Aud. Misc. Accts. | **R. E. Paddock** Los Angeles Divn. | **R. M. Blomstad** Coast Division | **R. C. Helrich** Western Divn. | **J. E. Benson** LA Genl. Shops



E. A. Aro Sacto. Divn. | **L. W. Christensen** Traf., Birmingham | **A. E. Kallman** LA Genl. Shops | **T. T. Tusjimoto** Western Divn. | **E. S. Hunter** PFE Company | **M. T. Martin** Salt Lake Divn. | **R. D. Evans** Sacramento Shops | **Robt. Rank** Aud. Disb. Accts.

LUNDBURG, John H., Army
MANNING, Leslie C., Army
MARKANTONIS, Pete, Army
MAURICIO, Ed. Joseph, Navy
McCRAY, Ridgley, Navy
McREYNOLDS, H. F., Army
MILLER, John C., Army
MONROY, J. C., Navy
MUSE, Archie C., Army
O'CONNOR, R. A., Army A.C.
OPICH, Milo J., Coast Guard
PAOLINI, Alessandro, Army
SHOOK, Kenneth L., Army
YEO, Claude E., Army

SALT LAKE DIVISION

ARISTO, S., Army
AVANSINO, A. C., Army
BRAY, R. E., Army
BROUSSARD, E. J., Navy
BURNEY, E. C., Navy
CALDWELL, C. A., Army
CAMPBELL, C. B., Army
DAVISON, J. M., Army
FITZGERALD, L. K., Army
GONZALES, J. R., Army
GRANATA, E. A., Army
GREEN, P., Marines
HOGAN, W. G., Marines
HUBBARD, R. U., Army
HUSTON, Floyd L., Army
LINDER, J. W., Navy
McCLOUD, E. R., Army
PALANCK, Charles, Army
SCHILLING, M. W., Army
SWALL, A. C., Navy
WALTERS, A. V., Navy
WELCH, Lester E., Army

WESTERN DIVISION

AMPON, Augustin M., Army
BETO, Orton W., Navy
BLAIR, W., Army
BROWN, John A., Army
BURBANK, John R., Marines
CAMPBELL, Bryant A., Army
CASTER, Henry A., Army
CASTRO, George, Navy
CHENEWORTH, Arthur, Army
CONNOLLY, Eugene, Army
CORBIN, Thomas C., Army
CULBERT, Jerrold J., Army
DICKINSON, G. R., Army
DILGRAD, Jack, Army
DIXON, Joseph, Army
DOYLE, J. R., Army
FISHER, Leland H., Navy
GALLAGHER, Joseph B., Army
GONZALES, Candido, Navy
HARDIN, Harvey L., Army
HARDY, Loren W., Army
HAMER, Joseph, Army
HARRIS, Louis C., Army
HEWITT, Fred R., Army
JOHNSON, George F., Army
JORDAN, Houston O., Army
KARPPI, C. V., Army
KNAPP, Frank R., Army
KNIGHTON, Keith C., Army
LeCLERT, T. E., Marines
MACIA, Anthony, Army
MARCHETTE, Merlin N., Army
MARTI, Juan H., Army
McCUTCHEON, Ed L., Army
MORRIS, Wynn, Army
MUNN, John H., Army
OGDEN, Ernest F., Army
O'HARA, Austin J., Navy
O'NEIL, Joseph J., Navy
ORNELLES, Edward L., Navy
PEARSON, Andrew, Army
PRICKETT, George W., Army
ROBERTSON, Leslie, Army
ROBISON, Richard, Marines
SEVERSON, Robt. C., Marines
SIEGLE, Francis A., Army
STANTON, H. A., Marines
STINSON, R. G., Army
STOTESBERRY, P. R., Army
TOWER, Hugh L., Navy

COAST DIVISION

ABATI, Robert J., Army
ALPEN, Lewis E., Navy
ANDERSON, L. E., Marines
BARBER, Wilfred F., Army
BARRETT, Herbert L., Army
BLACKBURN, Frank, Army
BLOMSTAD, Robert M., Navy
BOUCHET, Robert E., Navy
BRADBEER, Charles E., Navy
BRODIE, Jimmie P., Navy
BROUGHTON, C. N., Army
BRUCE, Edward V., Army
CADY, Russel H., Navy
CANO, Henry C., Navy
CARLTON, Lavern J., Army
CHADWELL, L. M., Army
CHOATE, Gordon, Army
CLARO, Ralph C., Navy
CLIFFORD, Robert E., Army
COOK, James M., Army
COOPER, Paul R., Army
CONCANNON, James A., Army
CORDOVAL, Tom, Army
COSTA, Manuel S., Army
COVELL, James A., Army
COVINGTON, Oliver A., Navy
CULLAR, John W., Army
CROW, William C., Army
DI ANDRIA, Albert, Army
DI GIOVANNI, P., Army
DIMAGGIO, Frank J., Army
DOHERTY, James P., Army
DONAHUE, Thomas E., Army
DONELSON, W., Jr., Navy
DORAN, Joseph C., Army
DRISCOLL, Edward, Army
DUARTE, Joseph F., Navy
ERCEG, Harold E., Navy
FESSLER, A. G., Army
FLEMING, Edwin S., Army
FORNI, Amato, Army
FULTON, Ray, Army
GARCIA, Bennie, Army
GARCIA, Raul S., Army
GIBBONS, Thomas, Navy
GOMES, John A., Army
GRADILLAS, G. N., Army
GRAY, Harley, Army
GRUSSENDORF, Ralph, Army
HAGOOD, Gus, Army
HAROLD, Everett, Army
HARTER, Harold M., Army
HAUG, Lawrence W., Army
HERLIHY, Timothy J., Army
HICKS, James, Army
HIRN, Nicholas J., Army
HOLZ, Ernest C., Jr., Army
HUMPHREY, John G., Navy
JOHNSON, George H., Army
JONES, Bruce H., Army
JOURDAIN, Melvin G., Navy
KANOUSKAS, J. A., Jr., Navy
KELLY, John W., Navy
KERRAN, Forrest T., Navy
KLINE, William M., Army
LAGINJA, J., Army
LASSCHE, Roelof E., Army
LATHROP, Robert A., Army
LESS, Adolph, Army
LEIKER, Victor C., Army
LOVETT, Charles H., Army
LYON, Godfrey J., Army
MACKEY, William D., Army
MARINOVICH, Yerko, Army
MARLOWE, James W., Navy
MARTIN, Patrick J., Army
McALESSE, John, Army
McGARVEY, Dennis, Army
McINTYRE, C. C., Army
McKINNON, Frank F., Army
McLAUGHLIN, W. J., Army
MELLO, D. L., Navy
MILLER, Lawrence A., Army
MORTENSON, Robt. C., Army
MOWRY, D. R., Army
MURPHY, P. E., Army
MUSTANICH, John M., Army
NEEL, A. L., Navy
PANATTONI, L. G., Marines
PESUCICH, Nick, Coast Guard
PIERCE, C. C., Army
PIRKLE, Fred A., Army
RABLIN, Leroy W., Army
RENNER, Clinton, Jr., Navy
RHODES, Frank E., Army
SANDEFER, John R., Army
SAUNDERS, Donald T., Army
SCHAFER, Willie P., Navy
SCHMIDT, Roy W., Navy
SHELTON, Warren, Navy
SIMON, Joseph L., Army
SMITH, L., Army
SOTELLO, Manuel, Army
SPURGEON, John O., Navy
STEARNS, R., Army
STORM, Edwin A., Army
SULLIVAN, Eugene J., Army
SULLIVAN, Peter, Army
SWAN, George F., Army
TABAREZ, Henry G., Navy
TERAN, Michael M., Army
TOWLE, Burkley, Army
TREAT, Royal D., Army
TWEET, Donald W., Navy
VANCE, Clyde C., Army
VERONE, Gilbert J., Army
WALLACE, Roy O., Army
WARD, Artemus E., Army
WARD, Bart P., Army
WEISS, Alvin, Army
WELLS, Homer O., Navy
WIELAND, Frank, Army
WIGGINS, V. W., Army
WILLIAMS, Howard O., Navy
WILLIAMS, John B., Marines
ZARION, P., Army

PORTLAND DIVISION

AKERSTROM, Ralph O., Navy
APPLEBEE, Dean C., Army
AYERS, Raymond M., Navy
BARTELT, Jack D., Navy
BASS, Robert M., Army
BENNETT, Gordon G., Army
BOYCE, Samuel A., Army
BRILES, Earl W., Army
BRILEY, Leon L., Army
BRYSON, Harry A., Army
BURDICK, Edward J., Army
BURRS, R. D. B., Marines
COCHELL, Lyle W., Army
CUSTER, George O., Army
EVANS, Ersel A., Navy
FRITTS, Elmer E., Army
HAACK, Richard, Army
HALDORSON, Thomas, Army
HARVESTER, M. W., Army
HELLAND, Clarence C., Army
HILLIARD, Robert S., Navy
JACKSON, Raymond L., Navy
JOHN, Arnold A., Army
KARGEL, William H., Army
KENYON, Harry R., Army
KING, Lawrence G., Army
KLUG, Howard W., Army
LLOYD, Edgard A., Army
LOVETT, D., Marine Corps
McLAGGEN, Emmett R., Army
NORRIS, Berdell C., Army
O'NORTHAM, John V., Army
PALERMINI, Raymond, Navy
PHILLIPS, Laverne M., Army
PRICE, Peter C., Jr., Navy
RANDALL, Kenneth P., Navy
REINDL, Robert E., Navy
ROBINSON, David O., Army
ROSE, Donald M., Army
ROUNDY, Vivian B., Navy
RUPE, Wilbur H., Army
RUTHERFORD, W. M., Army
SCOTT, Edward C., Army
SHEELEY, Clarence, Army
SMITH, Franklin L., Navy
SWANSON, Walter B., Army
SWEENEY, J. R., Jr., Army
THOMAS, Lloyd C., Jr., Navy
TORREY, Ronald M., Army
VEHRS, Robert H., Army
WALTON, Dwight E., Navy
WILLIAMS, Ray, Army
ZENOE, Lee, Army

SHASTA DIVISION

ANDERSON, Ward A., Navy
BALLENGER, Robert D., Army
BARKER, John A., Navy
BEAN, Edward M., Army
BIWER, Herman F., Army Air Corps
BLACK, Calloway, Army
BOYCE, C. V., Army Air Corps
BRENNAN, Leo J., Jr., Army
BROWERS, Neal L., Navy
BROWN, Richard M., Army
BRUN, G. N., Army
CESARATTO, Reno R., Navy
DAINS, Elmer M., Navy Air Corps
EATON, Edward M., Army
EDWARDS, Thomas J., Jr., Army
FISHER, Raymond, Army
FITZPATRICK, Wm. G., Navy
PLACKUS, Ernest Charles, Army
GIACOMELLI, Aldo P., Navy
GOWING, Clarence L., Army
HAMSTREET, Eugene E., Army
HANDFORD, Emery E., Army
HELLER, Samuel K., Army
HEMBREE, Herbert F., Navy
JONES, William F., Jr., Navy
KESSINGER, Elvin W., Navy
LOVELESS, F. R., Army Air Corps
MARTINEZ, Augustin, Army
McGREGOR, E. F., Army
MILLER, Harry E., Navy
MOLARTORE, Tony, Jr., Army



X'MAS OVERSEAS will find many a former General Office lad receiving a fine pencil as a gift from rail friends at home. One was sent to every fellow whose mailing address could be determined, including those still stationed in the States. Wrapping the packages are, l-r: Virginia Vogt, Nyda Napier and Doris Graves.

MOTIVE POWER'S San Francisco office lost three popular lads recently when the trio shown below responded to Uncle Sam's call. L-R: Jack Perry to army, Ted Powell to army air corps (both assistant shop force record clerks), and Chas. Barber, former locomotive record clerk, to the navy.





DANIEL R. McCOY (right, second row, wearing leather jacket) was presented with a fine watch by members of the LA Special Agent's staff, when he left to enlist in the navy as a 2/C boatswain mate. For some time he had been one of SP investigators.

SACRAMENTO STORES folks (below) left nothing undone in way of farewell events for Genl. Foreman R. J. Hencken and Store Foreman C. M. Sullivan, now captain and 1st lieutenant in the Railway Shop Battalion. Here they're shown (standing in doorway) behind group that presented them with useful gifts. Also remembered by his store associates at this event was T. J. Lenihan, who recently got his selective service call.





DAVID B. RAYMOND was given a heartwarming sendoff when he left the Los Angeles Division Supt's Office Oct. 25 to swap his typewriter for a rifle with the marines. Below: Chief Clerk A. H. Oberg presents him with a $50 War Bond in behalf of the office gang.

CLUBS & RAILETTES

Watsonville: Highlighting the month's activities of SP Club 100 was a dinner held at the Roma Hotel in honor of **Ira E. Thomas,** car foreman of Watsonville Jct., on his departure for Los Angeles to take up his new duties as district car inspector. **Harold Soper,** president of SP Club 100 and acting toastmaster, presented Thomas with a gift from the membership. The committee in charge of the meeting included: **R. B. Mitchell, A. W. Stoffers, Thos. Loughnane, John Poulos, John Benich, H. S. Soper.** The Club also participated actively in the local War Chest campaign, giving material support to the work of the local committee of which **F. J. "Jerry" McCabe,** past president of Club 100, is a member.

- V -

Sacramento Club's Annual Fall Bass Derby held Nov. 8 was its usual big success. **Al Buchiganini** copped 1st prize of $10 with an 18½-pounder (just a minnow compared to the 40-pounder he and **Floyd Peters** landed a week before). Other Derby winners were, in following order: **Louis Abreu, Geo. Herington, H. L. McClung, Chas. Hinton, John Groza, George Dom, Edwin Schmidt, Thos. Verding** and **Clarence Peters.** Healthy financial condition of the club was reported by Secty-Treas. **Fred E. Holmes** as being $1,746.51 as of Oct. 29, date of meeting presided over by President **P. Rogato.** Purchase of a $1,000 War Bond instead of staging the Annual Christmas Party was taken under consideration. There'll be a membership drive inaugurated among railroad's new women employes.

- V -

San Francisco Bowling Club's secretary, **Jimmy Madden,** staged a successful turkey tournament, Nov. 21, with 45 mixed doubles teams competing. Winning teams (ladies' names first): **Homsley-Montour, Maddix-Bogolub, Crostick-Irwin, Small-Calder, Boziostick, Seeley-Harvey, Anderson-Gibson, Heer-Hadley, Anderson-Horgan, Homsley-Wickman, Carroll-Fitzpatrick, Carroll-Hargrove.** As an added feature, one of the tenpins was painted red and bowlers who failed to topple this pin were "fined" 5c. By evening's end several dollars were collected and donated to the USO.

- V -

Tennis Champ is **Harold "Pinky" Spring,** of the SF Executive Dept., who recently retained the San Francisco City Industrial Division Tennis Championship by defeating Warren Lowenbein of the U. S. Post Office in the finals by a 6-4 6-3 score. Harold has been top man or runner-up in these tournaments for several seasons.

- V -

Is Sam's Face Red! As is his usual custom late in October, **Sam A. Ernst,** requisition record clerk, Brooklyn, went ahunting. This year, however, Sam took his wife along as well as his rifle. Sam came home . . . empty-handed! His wife? Oh, she got a buck! It was her first deer hunting experience, too. Sam, you should know that women catch on quick.

- V -

Izzy Doubles Up! Our alert *Bulletin* Correspondent at Sacramento Shops, **Fred J. Mosely,** reports that **Izzy Kauffman,** painter, has promised to invest double his quota of War Bonds. Is someone going to appoint somebody a committee-of-one to ride herd on Izzy paydays, or isn't that necessary? **Mrs. Kauffman** is also an SPer in the Sacto. Forge Shop, so maybe she is the motive power behind the promise.

- V -

An Unexpected Thrill entered **Gertrude Stewart's** life recently. As all girls do, she mailed her portrait to her boyfriend. Unbeknowns to "Gertie," the boy friend, who attends Georgia Tech, promptly entered the portrait in the school's beauty contest and, lo and behold, out of 400 photo-entrants our own vivacious SP'er came out 8th. When the boyfriend notified her of what he had done —and the results—Gertrude, who is a file clerk in the Gen'l Freight Office, SF, modestly exclaimed, "Well, if that isn't one for Ripley."

- V -

Pooled Pennies of the Oakland Kirkham St. gang bought a nice luggage set for their departing agent **H. R. Williams,** who was recently appointed supervisor of merchandise service with headquarters at San Francisco.

- V -

Grateful Chinese: A Chinese refugee woman, Ling-fu Yang, recently detraining at Glendale, discovered she had left a handbag on the train. Her apprehension touched the heart of Night Ticket Clerk **Karl G. E. Koerber,** who drove her to Union Station in Los Angeles, located her baggage and took her to her destination in Hollywood. Several days later Koerber received this letter, signed both in English and Chinese: "Please accept my gratefulness. I deeply appreciate your having helped me, a Chinese refugee, when I was helpless. My countrymen in the U. S. will praise your name, one to another, and I will remember your kindness forever."

- V -

"Doc" Hyams Midwife: Conductor **D. R. Hyams** has been skipper of too many trains to be fazed by any incident out of the line of routine. So when an expectant mother on Train 357 at Cuervos on the Inter-Cal Ry. showed signs of adding to the population before the train reached Mexicali, Hyams stopped the train, assumed the role of midwife, delivered the child, and arranged for rush transportation to the hospital on arrival at Mexicali. Next day the medicos there told him that both mother and child were doing well. "Well," says Hyams, "remember my initials are the abbreviation for doctor." Nice work, doc!

BIG GAME VICTORY DANCE of the SP Club was held at Hotel Oakland, Nov. 14. Attended by more than 600 employes and friends the affair was a grand success. Awarding of 100 valuable door prizes, including several War Bonds, highlighted the evening's entertainment. Al Able, of Aud. Frt. Accts. office, 5th & Kirkham St., Oakland, was the lucky winner of First Prize—a console radio. To Arthur Harris, assisted by George Frey, Harry Tattenham and Edw. Gibson, who arranged details of the dance—congratulations!





SP ROD & GUN CLUB held its 9th Annual Banquet at the Isle of Capri Restaurant, SF, on Nov. 11. If you can believe a sportswriter, Tod Powell of the SF Chronicle by name, the party was a huge success. D. Zeis, SP Club Secy., reports about twenty attended; including sportswriters, Fish & Game Comm. officials and officers of other rod & gun organizations. The fact that Past Pres. Bill "Windy Toots" Day succeeded in getting Sportswriter Bob Dwyer to "Emcee", coupled with the peppy entertainment arranged for by Geo. Latapie, chairman of entertainment committee, ably assisted by Al "Shad" Roehl, club secy., insured a "bang-up" affair. Vice Pres. Lew Schley handled the distribution of tickets and collection of money. And look at the empty plates, will you!

Promotions & New Jobs

Motive Power: When L. D. Hickey heeded the call-to-colors he was succeeded as day roundhouse foreman, Sparks, by **J. G. Pelter,** former foreman of air brakes. **E. C. McQuarrie,** machine foreman, Sparks, in turn succeeded Pelter. Out at Sparks we also note that **A. W. Rock,** former assistant, is now foreman machinist, and **G. D. Wardle,** machinist, has been promoted to asst. foreman machinist. ● **J. D. Church,** formerly lead machinist, is now night roundhouse foreman, Imlay. ● When E. J. Carter became a Capt. 754th Eng. Batt. Ry. Shops, his place as chief clerk, Motive Power, SF, was taken over Oct. 2, by **W. R. Kelly,** chief clerk AAR Bureau, SP, while **J. F. Keleher** replaced Kelly and **G. F. Patton** succeeded Keleher as traveling AAR supervisor & inspector. Kelly came to SP in 1910 and in 1922 became MCB clerk in the Gen. Offices, SF. Keleher's SP service dates from 1922 when he started as a car builder. Patton started employment with SP as carman apprentice in 1929 and was promoted to car inspector in 1935. ● **Morris P. Taylor,** draftsman, SF, appointed estimator Oct. 1. Taylor began as SP draftsman in 1925. **John G. Maurer,** draftsman, SF, became locomotive draftsman on Oct. 1 also. Maurer came to SP in 1932 as jr. draftsman. When **Bruce McDonald,** asst. elec. eng., SF, went back to his reestablished job as automatic train cont. eng. on Oct. 27, he was replaced by **A. S. Pedrick,** draftsman, SP. McDonald's SP service dates from 1936 as electr. helper, and Pedrick began as spec. apprentice in Sacto. Shops, in 1933. ● **Edward P. Ahern,** asst. chf. clk., Gen. Office, SF, who went to work for SP in 1935 as messenger-clk., has been appointed supervisor of shopping schedules, SP. **R. H. Biscoe,** shop record clk, SF, was promoted to asst. chf. clk. SF on Nov. 16. ● **C. F. McQuaid,** foreman mach., Brooklyn, who came to SP in 1920 as asst. RH foreman, started as night gen. foreman, Brooklyn, on Oct. 10. ● **Wm. F. Marti,** foreman mach., Eugene, appointed night gen. foreman Oct. 16. Marti railroaded 24 years on other lines before coming to SP in 1927 as machinist. ● **Wm. S. Cooke,** dept. foreman pass. repairs, moved up to night gen'l car foreman, W. Oakland, on Oct. 10. Cooke started as SP car inspect. in 1922. ● **Frank H. Duerr** left E. Oakland, where he has been foreman frt. repairs, to go to W. Oakland as dept. foreman pass. repairs on Oct. 10. Duerr had charge of the scrap gang when he began with SP in 1912. ● **E. E. Packard,** district air brake instructor, LA General Shops, has been appointed master car repairer, hdqrs. Los Angeles Genl. Shops. In addition to general car shop supervisorial duties he will represent O. B. Schoenky, Supt. Motive Power, on the Southern District on such work as may be assigned to him. Packard's SP service started in 1937, following many years of railroading on other lines. ● **E. Stroke** succeeds E. E. Packard as district air brake instructor at the LA Gen. Shops, while **I. E. Thomas** replaces Stroke as district car inspector in LA Gen. Shops.

Traffic: L. F. McAllister moves up from station passenger agent at Ogden to be traveling pass. agt. out of General Agent's Office, Salt Lake City. His place is taken over by **Albert G. Kusler,** former ticket clerk at San Jose. **Stephen James** goes from genl. clerk, Traffic Dept., Ogden, to chief clerk, General Agent's office, Salt Lake City, and is replaced at Ogden by **Edward Hanschin.** ● **D. H. Bardwell,** Military Bureau, SF, has been appointed traveling passenger agent at Santa Maria. ● **Chas. Schultz,** station pass. agt., LA, is transferred to Indio, as passenger agent to assist T. H. Welch, TPA. ● Following changes in the Southern District announced in *Bulletin* last month that moved **H. A. Hansen** and **V. L. Arenth** to district freight agents at San Pedro and Long Beach, respectively, **Wm. L. Waite, Jr.,** advanced from chief of service bureau to chief clerk of the LA Dis. Office, to be succeeded by **J. A. Bartlett,** formerly LA city freight agt.; and **W. A. Golden** moved from TFA at Lompoc to succeed Hansen as TPA in LA. **Henry E. Freeman,** former LA city freight agt., moves into the Lompoc position. ● Increased activities in the LA Port area brought about the strengthening of the passenger traffic forces at San Pedro with the appointment of **Karl J. Caldwell** as district passenger agent, with **David C. Oliver** and **Irving L. Logan** as passenger agents. Caldwell commenced with SP in 1917 as warehouseman. From 1923-25 he was floorman at the city ticket office, LA, then went to San Pedro as pass. agt. ● **James Shea** has been appointed passenger agent at Palm Springs to handle transportation matters for military establishments.

Accounting: William H. Williams, former chief clerk at Yuma, Ariz., has been promoted to traveling auditor, with headquarters at Los Angeles. (Also p. 7.)

Law: L. P. Claiborn, who became head clerk to genl. claims agent Oct. 6, has been appointed claims adjuster and transferred to Sacramento Nov. 1.

Operating: On Western Divn. **J. G. Williams,** asst. agt., moves up to become terminal agent, Kirkham St., Oakland, succeeding H. R. Williams (see below). **B. J. Fitzgerald,** former agent at Melrose, is now asst. terminal agent at Kirkham St. station. J. G. Williams has been with SP since 1923, and Fitzgerald since 1921. ● **J. G. Selden** becomes the new

VICTORY GARDENS! Edward "Bill" Lewis is producing what we need—food—on a ranch near Porterville. Bill looks younger now than when he retired from Aud. of Misc. Accts. in 1937. ● Cesare Marogna and Arnold Limburg (boilermaker and elect. helper apprentices at Sparks) are pictured kneedeep in potatoes—20 acres of them—which is their contribution to Victory besides their shop work for SP.





WHEN IT'S OVER, OVER THERE—I'll be back!, are the sentiments of Ben Bertagna, as he accepts gift from railroad "Buddies" in Car Tin Shop, Sacto. Photo was taken by D. L. Joslyn, while Foreman Clarence Schmitt made presentation on behalf of gang.

terminal supt., SF Terminal, Coast Divn., and **W. P. Olson** is appointed as his asst., both changes effective Nov. 16. Selden came with SP back in 1913 and, in 1932, was made terminal trainmaster at SF until this latest promotion. Olson has continuous service since 1925, first as yardman at LA, then on Coast Divn. for ten years until 1935 when he was appointed genl. yardmaster. • **C. W. Powell,** pass. car service agent, SF, is the new supt. of passenger car service, SF, since Nov. 1. Powell's SP service began in 1923 and he has moved on up through car distr., asst. chief clerk, chief clerk and, from 1936 to date, has been pass. car service agt. at SF. • **S. L. Dolan** and **H. N. Payne,** new appointees Nov. 1, as asst. supts. of transportation at SF. Dolan, with SP since 1913, as mgr. of Interurban Elec. Ry. SF, was transferred in 1941 to Supt. of Transp.'s Office as supv. merchandise service. Payne started as SP call boy in 1910 at Montello; has held various clerk positions at Sparks and Sacto.; made asst. car serv. agt. Jan. 1942. • **H. R. Williams** replaces Dolan as supv. merchandise service at SF. Williams started as warehouseman, Bakersfield, in 1917; had been terminal agt. at Kirkham sts., Oakland, since 1938. • **A. H. Walburg** appointed passenger car service agt., SF, has as assistants: **N. P. Berney** and **G. A. Derheim.** Walburg started with SP as telegraph oper. in 1925 and in 1936 became car distributor and later asst. car serv. agt. Berney has gone on up from storekeeper helper, Oakland, in 1913, to inspector of transp. in 1941. Derheim has been in the office of Supt. of Passenger Car Service, SF, continuously since 1916. Jan. 1942 saw his appointment as asst. chf. clerk. • **S. L. Clayton** became asst. trainmaster & divn. examiner on the Shasta Divn. in Nov. Starting with SP in 1913 as yardman, he has been conductor continuously since 1918. • **L. R. Saling** becomes asst. system examiner with hdqrs. at SF effective Nov. 18. Saling's railroading began with SP in 1910 as clerk on the Western, and later, Stockton divisions. In 1914 he went braking on the old Stockton Divn., and since 1917 has been Western Divn. conductor. • **Merle F. Skilling,** former Oxnard agt., is now LA Division station supervisor.

Stores: Three new storekeeper promotions went into effect Nov. 1: **M. J. O'Hare,** storekeeper at Dunsmuir, goes to Ogden; **H. N. LaDue** becomes storekeeper, Dunsmuir; while **G. E. Leonard,** gang foreman, Store 2, Sacto., takes LaDue's former job at Dunsmuir as CTC storekeeper. O'Hare began with SP as laborer in the Sacto. Stores in 1926. LaDue started as storehelper at Dunsmuir in 1923. • Other Sacto. Stores promotions effective Nov. 1 include: **L. B. Violette,** former section stockman, Sacto., who has been with SP since 1915, is now stores inspector; **B. W. Brown** becomes foreman, Store 2; **Ray Ely** to section stockman, Store 4; **E. J. Furhop** to section stockman, Store 3; and **James Cousins** moves to head tracer clerk.

Engineering: Five newly-created positions as 2nd asst. divn. engineers became effective Oct. 1, to assist in the large program of maint. and constr. of added facilities on Pacific Lines. Appointed to these positions were: **Harry M. Williamson,** to Portland Divn.; **Edwin O. Williams,** to Rio Grande Divn.; **George E. Stewart,** to Sacto. Divn.; **Rex R. Baymiller,** to Coast Divn.; and **George Morgan Rowe,** to LA Divn. Williamson, formerly office eng. on Western Divn., came to SP as a laborer on Salt Lake Divn. in 1932. In 1940 he requested leave of absence to attend Harvard School of Business. Williams was recently asst. eng., Rio Grande Divn., where he was first employed in 1928 as instrument man. Stewart, 'till recently roadmaster on Western Divn., started with SP as draftsman on the old Stockton Divn. in 1918. Baymiller, who was asst. eng., Coast Divn., began his SP service in 1923 as rodman-draftsman on the same divn. Rowe was acting temporary asst. divn. eng., LA, at time of latest appointment. He joined SP in 1921 as rodman, LA. • **B. J. Hogan,** eng. Interurban Elec. Ry. Co., Coast, became asst. engineer assigned to special duties in Chief Engineer's office, SF, on Oct. 16. Hogan was first employed by SP on Western Divn. as rodman back in 1916. • **J. L. Newey,** personal record clerk, has been moved up to head clerk to div. engr. at Ogden, replacing **Wilson G. Wright,** who is now acting chief clerk to supt. at Ogden, while G. A. Checketts is in the Genl. Hosp. • **Blanchard F. Seafler** succeeds Hugh Montgomery, retired on pension, as B&B foreman at Norden. • Appointments on LA Division, include: **E. T. Langdale** to asst. Divn. Engineer; and roadmasters **R. D. Sorrels** to Ventura Dis., **H. W. Neuebaumer** to San Gabriel Dis., and **T. J. Reilly** to the Terminal Dis.

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Retired:

Shasta: **Benjamin B. Balls,** of Klamath Falls, retired Oct. 31, after having served the SP for 44 years as brakeman and conductor. His railroad career began with SP in 1898 as a switchman at Red Bluff, and in 1902 he was promoted to conductor. From Supt. Kilborn's office comes this comment, "Mr. Balls has an enviable record of having had no one seriously hurt on any of his trains; caused no damage to company property; has no enemy, but a host of friends who wish him a happy future."

Sacramento: **Hugh Montgomery,** veteran B&B Dept. foreman, retired Oct. 15, after 32 years' consecutive service on this division. Because of his many years in the snowshed district he has been variously spoken of by his many friends as the "old man of the Mountain" and "one-gun Monty," while the famous Tunnel Six B&B Camp was known as "Monty's Town." Hugh and his wife were honored at a turkey dinner with all the fixin's, attended by fellow "rails."

San Joaquin: Annuity approved: **Christopher A. Repene,** yardman.

Salt Lake: **H. P. "Bert" Robinson,** conductor, retired Oct. 30. Came with SP as yardman back in 1904 and has held positions of brakeman, conductor, yardmaster. Early in 1941, "Bert" made his first solo flight to become, at 64, the oldest flyer on the SL Divn. • **Isaac Radmonovitch,** track laborer, Sparks, retired Oct. 15, after having served the SP for 30 years.

Portland: **Edward James Payton,** engineer, accepted his annuity on Oct. 15,

at the age of 70. Way back in 1887 when he was 15, Ed started with the SP as wiper; became fireman in 1888 and, in 1898, was promoted to engineer by A. D. Kilborn, then master mechanic, father of Supt. **G. H. Kilborn.** • **Andreas C. Nielson,** hostler, retired Aug. 31, after 25 years' service with SP. Annuity of **Harry J. Thrall,** engineer, has been approved.

Sacramento Shops: **George Bigger,** clerk, Brass Fndry., retired Oct. 15. He had been with SP since 1917. **Harry H. Rogers,** freight carman, Sacto. Genl. Shops, retired Sept. 17; joined SP in '22.

Coast: **Edward F. Fitzgerald,** clerk, Coast Divn., completed 36 years' service to SP with his retirement Oct. 31. Annuities approved: **Ira T. Jett,** brakeman; **R. A. Johnson, B. D. Silsby,** engineers.

General Office: Annuities approved: **Frederick Miller,** special claim adjuster, Freight Claim Dept.; **Alfonze Jerry,** stationary fireman, Building Supt.

El Paso Shops: Annuity approved for **Miguel Ramirez,** machinist helper.

Los Angeles: **Albert Grana,** laborer, retired Oct. 24. Entered SP service in 1926. • **Henry H. Williams,** freight carman. Came with SP in 1920 and retired Oct. 17. • **William T. Evans,** 65, machinist, joined SP in 1913 and retired Aug. 3. • Annuities approved for: **Charles E. Adams, Geo. F. Hovey,** yardmen, and **Robert J. Johnson,** engineer. • Telegraphers **Nathan L. Greer** and **W. E. McBey,** also Boilermaker **Domenico Dorangricchia** recently retired on pension.

Western: **Harry B. Karcher,** cashier, Napa, retired Oct. 31, after 35 years of SP service. • Annuities approved: **Arthur Buhl,** conductor; **Daniel V. Gallatin** and **Ernest S. Johnson,** engineers; **Robert S. Gordon,** machinist, and **George C. Hazelton,** towerman.

Traffic: Annuity approved for **Charles M. Peterson,** clerk, Freight Dept., LA.

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Died:

General Office: Employes of the General Offices and Bay area were saddened by the sudden death Nov. 5 of **Edward E. Overman,** 44, clerk in Aud. Misc. Accts. office. He was well known in SP Club circles, both in SP and on line, for his participation in dramatic and bowling activities. Overman entered service in 1919 as clerk in SP local frt. office. He came to Gen. Offices in 1921 as clerk in Aud. Frt. Accts. office and in 1941 transferred to Aud. Misc. Accts. His widow, the former Martha Pritchard, is asst. secretary to auditor of freight accounts. • **Margaret Cooper,** teletype clerk, at the SP General Hospital on Oct. 18, after a long illness. She had been with SP since 1934. • Draftsman **R. D. "Bob" Kennedy,** of Chief Engineer's Office, Nov. 17.

Coast: Pensioners: **Daniel Horgan,** section foreman, Nov. 1; **Santo Tarantino,** tracklaborer, Oct. 27; **Henry C. Bowler,** painter, Oct. 22.

Western: Pensioners: **Edward E. Clark,** conductor, Oct. 15; **Antonio Copra,** mail handler, Nov. 6; **James T. Lyon,** machinist helper, Oct. 24; **George A. Mitzel,** mail handler, Nov. 10; **Willis H. Pray,** cashier-accountant, Nov. 8; **Owen C. Rogers,** section foreman, Oct. 10; **Joseph Sanchez,** trackwalker, Oct. 27; **Antone V. Trigueiro,** cabin watchman, Oct. 21.

Salt Lake: **Earl M. Webber,** passenger conductor, Oct. 17, in the SP Hospital at San Francisco. He was first employed by the SP in 1902. • **Louis Buffa,** car builder, at Sparks, October 13. He joined the SP as a B&B carpenter in 1907.

San Joaquin: **Carl J. Gardner,** conductor, was found dead in Tunnel 5 in the Tehachapi Mts. on the afternoon of Nov. 2. • Pensioner, **Charles H. Fowlie,** conductor, on Oct. 12. **Marvin O. Snider,** clerk, SP Genl. Hosp., Nov. 3.

Sacramento: **Thomas P. Notch,** conductor, Nov. 1 in Genl. Hospital after a long illness. He had been a conductor since June 1925, and a brakeman seven years prior to that. • Pensioners: **Paul Walther,** engineer, in SP Genl. Hosp. Oct. 28. **George E. Elb,** car foreman, Oct. 30. **George R. Cross,** foreman of the transfer gang at Colfax, Oct. 21. **Robert J. Clingan,** brakeman, Aug. 21. **Andrew Goodsell,** laborer, June 24. **William W. Theobald,** locomotive engineer, on Oct. 15. • **James Wadell,** trainmaster, Rocklin, retired 1913, died in the SP Genl. Hosp., SF, Oct. 30, at the age of 88. Mr. Wadell, who was the father of Jim Wadell, genl. yardmaster at Watsonville Jct., was an employe of the SP for over 44 years.

Sacramento Shops: **George A. Hunter,** metal helper, Oct. 31. Pensioner **Milton M. Raugh,** boilermaker, Nov. 1. **Judson B. Wilson,** locomotive engineer, in Sacramento, Oct. 15. Pensioner **James H. Crum,** Sacramento, Nov. 13.

Los Angeles Shops: **Bert J. Morris,** night genl. foreman machinist, Oct. 14, in Genl. Hospital after short illness. He entered SP service 1927. **Macedonia Sancedo,** blacksmith helper, Nov. 3, 1942. With SP since 1917, **Leslie A. Russel,** lead workman machinist, Oct. 13, 20 years with SP. • Pensioner: **William J. Brenton,** upholsterer, Nov. 11.

Los Angeles Divn.: Pensioner **Daniel L. Sullivan,** fireman, Oct. 29. • **Felix W. McMinn,** fireman, died on duty Sept. 6, and Engineer **Ernest H. Raiford** passed away on August 5.

Rio Grande Divn.: Pensioners: **William N. Mayo,** conductor, Oct. 8; **Samuel J. Pruett,** section foreman, Oct. 9.

Shasta Division: Pensioner **Paul R. Wood,** conductor, on Nov. 12.

Portland Division: **Johan S. Lally,** veteran conductor, Nov. 10, within two weeks after retiring from active service. He had served the SP since 1906. • Pen-



TRANSPORTATION promotions effective Nov. 1 boosted these four, all of SF. Standing, l-r: H. R. Williams, new supervy. merch. serv., and C. H. Powell, new supt. pass. car serv., SF. Seated at left is H. N. Payne, with S. L. Dolan at the right. Both are now new asst. supts. of transportation.



COMING UP FAST!—is what they say of the SP Rod & Gun Club Rifle Team which has been shooting in competitions since 1936. Shot 1st place in "B" League in both 1937 and '38, 2nd place in '36 in San F. Rifle Assoc. Entered "A" League in '39 and fully expect to shoot "in the money" this season. Our team was represented in Western States Outdoor Championships, and the California State Champ, shoots at Richmond. Team foto shows: Standing, L-R: W. A. Woodworth and Caesar Baldassari, Mgrs., Ken Snow, W. Lampson, H. A. Reiner, J. Reine. Below: Oscar Kurlfinke, F. Collins, Jr., B. Benjamin, Al. Spamer, J. O'Connor, C. Waldner. Kurlfinke & Waldner are Secy. & Treas. resp.



HIZZONNER PRESENTS! When Car Shop 9, Sacto., won this trophy against 16 teams, sponsored by their SP Club, Sacto.'s Mayor, Tom Monk, officially presented the coveted award to Carl Murphy, mgr. Car Shop 9. Pete Rogatto, Pres. of the Club, can be seen behind the trophy. Club Secy. Fred E. Holmes, hands in pockets and grinning, is shown at Mayor Monk's back. Monk, by the way, is an ex-ry. eng. in good standing in Brotherhood.



THE BIG THREE AT BIGGER'S—for a while, will be George, his radio, and his smokes. In this picture we see the group of Brass Fndry., Sacto. employes with Foreman E. Anater, presenting George Bigger with a radio and smokes on his retiring October 15.



OLDTIMERS RETIRE! Above left to right: Engineer E. J. Payton, Portland, and Hugh Montgomery, B&B foreman on the Sacramento Division, retired Oct. 15. Payton came to SP in 1887, Montgomery in 1910.

sioners: **Milton Donaldson**, conductor, Oct. 22; **Frank T. Green**, engineer, Nov. 7; **James C. Hume**, engineer, Nov. 13; **Louis Roehrig**, foreman, Nov. 10, and **Frank Zipsy**, car inspector, on Oct. 10.

Tucson: Ticket Clerk **Wm. A. Hackney**, on Oct. 28, and **J. R. Griffith**, telegrapher, on Nov. 3. ● Pensioners: **Freelin Huff**, telegrapher, Oct. 10, and **Jack K. Shahan**, lineman, on Oct. 17.

-V-

Married:

When **Malcolm Graham** exchanged his timekeeping job at Dunsmuir for army life, he decided to take on a personal timekeeper, so he and **LaMoyne Dalziel**, telephone operator, were married in Reno. Malcolm left Nov. 12, and Mrs. Graham will have to do her keeping time by long-range for awhile. ● **Burton Howard**, accident clerk at Ogden, was married last Oct. 15. Only information to the *Bulletin* is that his wife's first name is Thelma. Accident clerk experience should insure an accident-free home life, shouldn't it, Burton? ● Miss **DeGolia Earl**, daughter of San Joaquin Divn. engr., and former file clerk in Supt.'s office, became Mrs. Victor King Oct. 23. King was recently commissioned Ensign in Uncle Sam's Navy. ● **Frankie Cecil**, clerk in Supt.'s office at Portland, and Mr. Bud Mars were married Oct. 11. Too bad Bud's name isn't Johnnie—then we could sing "Frankie & Johnnie" for them ● Car Dept. of Western Divn. reports three recent marriages: **Barney McFadden**, carman helper, on Oct. 25; **James Mealey** and **Nelly Kelly**, both car cleaners, decided to tie the knot before Jimmy went into the army; and **Joseph Maria**, after 39 years as a passenger carman, brought home a new bride. ● Engineer **James E. Cantrell** and bride, the former Mrs. Minnie Okeson, honeymooned at the mouth of the Klamath River, following their marriage in Reno Oct. 12, are now at home in Ashland. ● **Julian Kimbrell**, machinist, Sacto. Shops, and **Patricia Pinnel**, were married Nov. 8. ● **Robert E. Strickling**, machinist helper, Sacto. Shops, was married in Reno, on Nov. 4, to Miss Esther M. Carda of Sacramento. ● Sergt. **Elmer Warren Jeffries**, former machinist, Sacramento, and Miss Winnifred Jeanette Rohr were married Nov. 21. Sergt. Jeffries is now stationed at Lemoore Air Base, Calif. ● "Rusty" **Rogers** of Kirkham St., Oakland, was married Nov. 2, and his fellowworkers thoughtfully presented him and his bride with a waffle set and a Silex Coffee Maker. ● **Mason Freeman**, janitor, Adm. Bldg., Sacto. Shops, and Ida S. Fields were joined in holy wedlock Oct. 15. ● **H. W. Langlois**, Junior Past Commander of Southern Pacific Post No. 412, American Legion, was married to **Mrs. Gladys Bagley** of San Carlos, Nov. 21. Langlois is employed in office of Asst. General Auditor, while his wife was formerly employed in the Land Dept. ● On LA Div. marriages were announced of **Woodrow W. Roberts**, pipefitter appr., to Mary E. McGruder; and **William H. Curtin**, grinder operator, to Katherine Engerson. ● A beautiful Episcopalian ceremony in Oakland, Oct. 25, solemnized the marriage of **Eleanor Patrick**, of Central Typing Bureau, SF, to Lt. James Haggard, son of Neal V. Haggard, spec. acct., Aud. Disbursements Office. Lt. Haggard, recently returned from nineteen months in the Wake and Solomon areas, has



NO ONE LEFT WAITING on church steps in this case, for here we see Barney McFadden and his pretty bride, former Miss Herlihy, posing on those steps after their marriage October 25. Barney is a car oiler at the West Oakland shops.

taken his bride to his new assignment at Corpus Christi air station.

-V-

Born:

A bouncing baby girl, Helen Marie, arrived at the home of **Bob Hartzell** of San Joaquin Divn. on the morning of Nov. 10. ● Mrs. **Elmer Knowles** presented

ONE OUT—ONE UP! Cond. Benj. B. Balis, Shasta, (left below) steps out to retire Oct. 31, while E. E. Packard moves up as master car repairer, hdqrs, LA Gen. Car Shops.



The "Bulletin" Correspondents—*They'd like to Have Your News & Pictures*

WESTERN DIVISION: **Walter E. Lake**, lease agent, and **Henry Loretz**, Oakland Pier; **R. Rooney**, Water Service Dept.; **J. P. Francis** and **T. Vandervoort**, West Oakland; **E. R. Stevenson**, Tracy; **Phillip P. Healy** and **Sam Reeves**, Gen'l Freight Terminal, Oakland; **John L. Ferrell**, Stockton.

SACRAMENTO DIVISION: **J. A. Collins**, ass't chief clerk, Sacramento; **W. C. "Sparky" Heilbron**, Roseville.

SALT LAKE DIVISION: **Bill Gaarde**, sup't sec'ty, Ogden; **Bruno Tassone**, Sparks; **H. F. O'Neil**, Montello; **H. B. Lukey**, Imlay; **Robt. C. Kellman**, Carlin.

PORTLAND DIVISION: **Howard E. Bailey**, sec'ty to ass't supt., Portland; All agents and roadmasters' clerks.

COAST DIVISION: **J. A. Knudsen**, personal record clerk, San Francisco; **F. J. McCabe**, Watsonville Jct.; **R. McClintock** and **S. W. McCarley**, San Jose; **Sallie Nyman**, San Luis Obispo.

STORES DEPT.: **Jack Griffin**, Gen'l Storekeeper's Office, S. F.; **C. Pine**, Sacramento; **F. M. Connett**, West Oakland; **F. J. O'Donnell**, Los Angeles; **E. E. Cummings**, El Paso; **C. S. Boroughs**, Portland; **W. P. Beall**, West Oakland.

LOS ANGELES DIVISION: **Walter S. Olson**, sup't sec'ty, Los Angeles; **Jas. B. Steele**, Taylor roundhouse; **Max M. Damon**, L. A. Freight Station.

TUCSON DIVISION: **Leroy Magers**, ass't chief clerk, Tucson; **Mike Quihuis**, Tucson; **Eddie Anaya**, Yuma; **D. B. Dorsey**, Phoenix; **Max Richards**, Globe.

RIO GRANDE DIVISION: **Robt. R. Hall**, head clerk, Div. Engr., El Paso; **R. U. McLean**, El Paso; **H. D. Robin**, Deming; **Geo. Ferguson**, Douglas; **J. S. Stearn**, Carrizozo.

SHASTA DIVISION: **W. L. Minor**, chief clerk, and **Kate M. Berry**, Dunsmuir; **Frank Peyton**, Klamath Falls.

SAN JOAQUIN DIVISION: **G. E. Maas**, Bakersfield; **Al. Anderson**, Fresno; **E. W. Smith**, Bkfld. roundhouse; **Geo. Bennett**, Mojave.

SACRAMENTO SHOPS: **Fred Moseley**, **W. J. Lambert**, **R. R. Johnson**, **D. L. Joslyn**, photographer.

LOS ANGELES SHOPS: **Carl G. Randall**, Car Dept. clerk.

EL PASO SHOPS: **Ellis Crysler**, general clerk.

TELEGRAPH DEPT.: Miss **"Pat" Dowd**, general clerk, San Francisco; **Evelyn Cutter**, "BD", San Francisco; **C. E. Welsh**, "UN", Tucson; **Fern Liston**, "HU", Los Angeles; **E. E. Ramey**, "B", Sacramento; **J. W. Clark**, "SW", El Paso; **Ruth Weatherbee**, "DW", Portland.

TRAFFIC DEPT.: **Dorothy Ferle Johnson**, Gen'l Freight, S. F.; **I. R. Jarman**, Gen'l Pass., S. F.; **Paul Streight**, Gen'l Freight, Portland; **Chas. Mulks**, Gen'l Freight, L. A.; **L. E. Helmer**, Dis. Pass., S. F.; **Frank Wisdom**, Dis. Pass., L. A.; **A. E. Schrader**, Seattle.

GENERAL OFFICES: **Laura Strickland**, Asst Gen'l Aud.; **O. W. Hellwig**, Aud. Misc. Accts.; **Russell Knox**, Aud. Cap. Expend.; **G. D. Frey** and **Mrs. M. L. McCollum**, Aud. Disb.; **H. F. Woods**, Aud. Freight Accts.; **Herman Nelson**, Aud. Pass. Accts.; **Everett Dial**, Central Timekeeping; **August Cheyrias**, Equip. Service; **Beth G. Parliman**, Law; **W. C. Allen**, Dining Car; **R. J. Dettling**, Chief Engineer; **W. J. Hayes**, Purchasing; **A. L. Fritz**, Freight Claim; **Jean Scalder**, Payroll Accts.

PACIFIC MOTOR TRUCKING: **Richard Spence**, San Francisco; **O. M. Melsheimer**, Los Angeles; **Allen Hansen**, Tucson; **C. T. Erickson**, Portland.

husband Elmer, statement clerk at Ogden, with an 8½ pound son, Gary, on Nov. 5. ● A smile replaces the worried look on the face of **Ray Snider**, clerk in Portland Divn. Time Bureau, as he boasts of his new son, born Oct. 20. ● The stork did some double trucking at the home of the **W. A. Rutherford's** on Oct. 26. Twins, both girls—Carol and Sandra Lea. Rutherford is a driver for the PMT at Crockett. ● **Manuel Macedo**, carman at Watsonville Jct., was recently presented with a new son and heir. ● **Claude Kirby**, Coast Divn. fireman, did well by himself—he is not only the proud father of twins, he mixed them up at that, a boy and a girl. ● The stork has been riding the SP on Western Divn. quite a bit lately; in Sept. he delivered a daughter each to **Robert Ambrose**, electrician helper, and **George McKay**, car foreman; on Oct. 25 he made two stops to deliver a daughter to **Ray Gonzalves**, painter, and a son, Michael John, to **Peter LaTorre**, carman; two days later the stork dropped a daughter, Mary Ann, into the welcoming arms of **Milt Stahowski**, clerk to master car repairer; and on November 12, **Manco Wackerly** became the proud father of a daughter. ● **Dannie Viani**, boilermaker, Sacramento, reports the arrival of a son and heir on Nov. 3. ● Mr. & Mrs. **Orville Sligar** received a package of happiness in the form of a baby girl born Oct. 29. Orville works in general stores, Sacto. ● **Conrad Nilson**, welder, Brooklyn Stores, announced a new daughter Nov. 5. ● At Kirkham St., Oakland, we note that **Bill Millard** and his wife have a new baby girl since Nov. 9; and the Mike Delmas' timed things pretty well as their baby boy, John Edward, let out his first wail on payday, Oct. 26. Mike is the new Terminal Agent at Kirkham St. ● **E. A. Caballero**, car foreman, is a "Gay Caballero" out on the Tucson Divn. since announcing the arrival of a daughter on Oct. 14. ● **Jack Schofner**, timekeeper, Tucson, has another heir since the stork left him a son, Jerrery Clint, Nov. 10. ● Margaret Anne is the new daughter in the home of **J. T. Eagan**, secty. to freight traffic mgr., SF., arriving Oct. 23.



PICTURES AT RIGHT. Upper fotos 1, 2 and 3 were taken at farewell party at Fort Mason, S. F., in honor of the retirement, Oct. 29, of Edw. F. Fitzgerald, who has been stationed at the fort 23 years, representing the SP Local Drumm St. Frt. Station. Foto 1 shows Fitzgerald shaking hands with Col. J. Franklin, Post Q.M. 2, left to right: CFA Wm. M. Boyce, AGFA A. I. Hoskins, Edw. Fitzgerald, DFA W. F. Jennings, CFA C. H. Locate. 3: Center is Fitzgerald with Col. John Franklin and Lt. Col. L. M. Rose, Port Transportation Officer, at his left. On Fitzgerald's right is Col. Joseph D. Hahn, Genl. Staff Officer, and Maj. Jeff Myers, Rail Regulating Officer. ● 4: Ladies of the Treasury Dept. honoring Mrs. Roselyn Hoffman (seated, center) at a luncheon given on her leaving SP. ● 5: Walter F. Huntsman, engin., receiving gifts, presented by S. (Jack) Kurman, dept. foreman electr., from all the gang at El Paso, on his retiring recently. ● 6: Jose Merced Quinteros (center), sheet metal worker helper, El Paso Shops, with group of fellow workers. Jose holds envelope containing money given him on his retiring after 24 yrs. with the T&NO and Pacific Lines. ● 7: The Tucumcari Car Force with Traveling Air Brake Inspector Holt (holding child) and new Car Foreman J. L. Cooper at extreme left. ● 8: Eugene Roundhouse and Back Shop gang turned out to bid farewell to Day Roundhouse Foreman Geo. F. Wilson on his promotion to gen. foreman, Sparks. In foreground, l. to r., are: F. Nombalais, L. Ballantyne, W. B. Abbott, G. H. Wilson, W. B. Shaw, C. N. Nelson, and C. Langston, who made the presentation.

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